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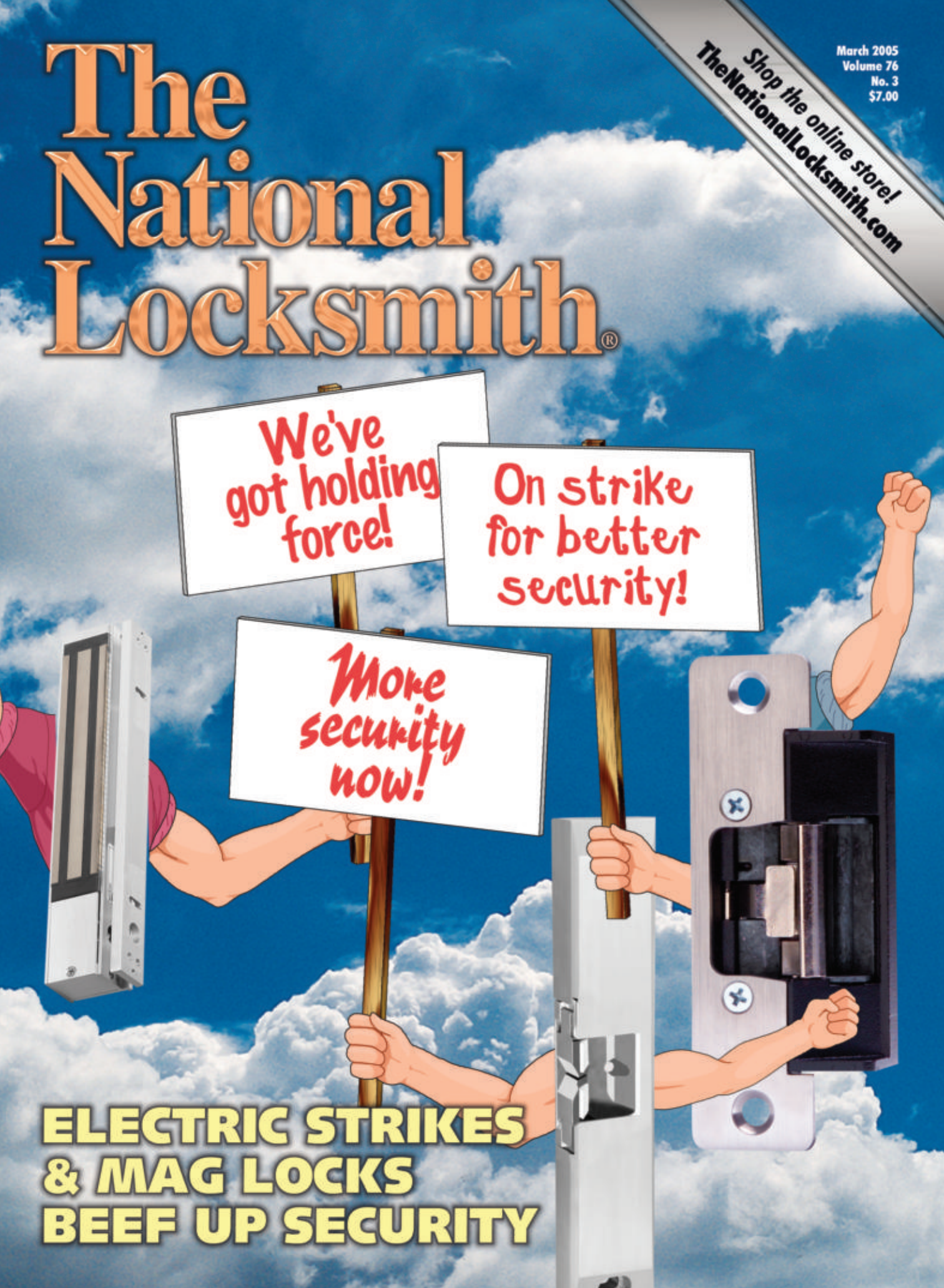
March 2005
Volume 76
No. 3
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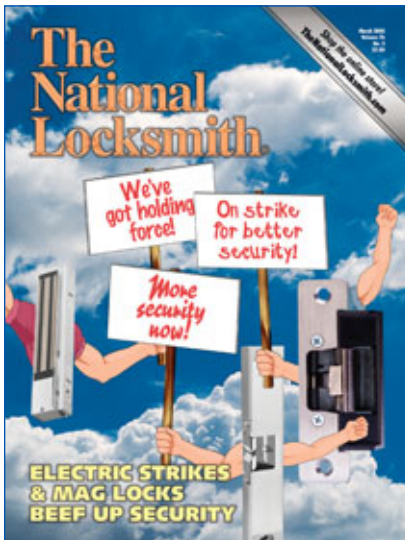
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On The Cover...



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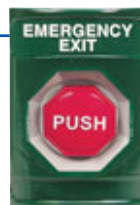
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Locksmiths In The Winner's Circle

This month I have two stories for you about locksmiths in the Winner's Circle. In the first instance, we're talking about a horse. No, this is not a re-run of Mister Ed for those of you who are old enough to remember him. We're talking about a race horse here, a real thoroughbred.

"Locksmith" is a horse racing on the circuit in the UK. He was a 33 to 1 long shot in the Arkle, a race scheduled in Ireland. But we've just received word that he's won a prominent race in the U.K. That may have been a surprise to race fans, but not to us. We're locksmiths too. And locksmiths know how to "pick" a winner.



Locksmiths are also poised to win in Chicago due to a community council and the local police district. The cost of domestic abuse is huge to both families and communities. Looking for a practical way to quickly help victims of domestic abuse, the Roger's Park Community Council is paying locksmiths to change victims' locks.

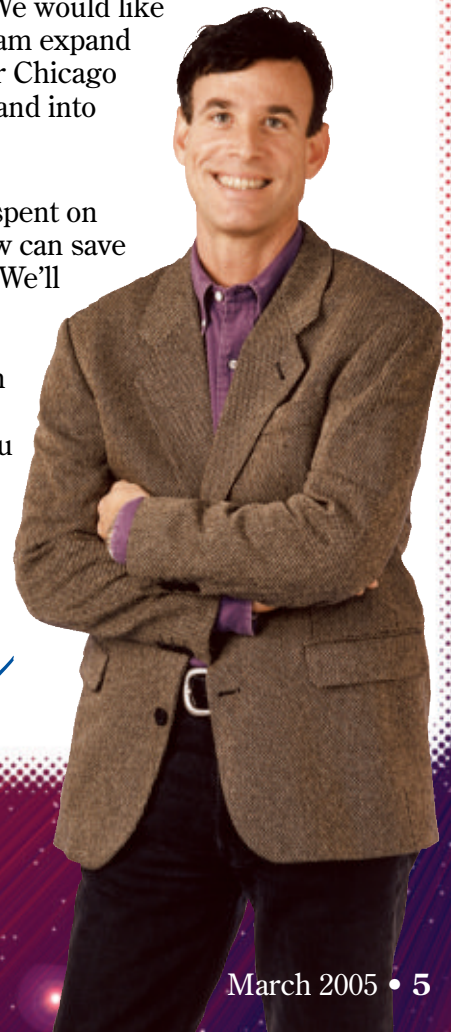
Working with the district police department, this program allows victims to have their locks changed, or to have new locks installed very quickly after domestic abuse is reported. This means that the victim can become secure in his or her home almost immediately, regardless of ability to pay. Once those new

locks are installed, the victim will then have time to file orders of protection.

To help this program work, police officers actually make victims aware of the program when they respond to calls. We would like to applaud the police and community group for starting such a practical program. The locksmiths are being paid for their time and expertise, allowing them to instantly help an abused person feel and be safer.

This is a win-win program. The victim wins with swift security. The community and police win with a reduction in violent crime. And the locksmith wins because they have secured someone who truly needed it. We would like to see this program expand throughout other Chicago neighborhoods, and into other cities.

A few dollars spent on locksmithing now can save many lives later. We'll investigate this program and report on it again in a later issue. We'll see how you may be able to help start a similar program in your city.



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Marc Goldberg
Publisher

Mango's Message

Police Too Busy, Call a Locksmith

Charles Houghland from Fayetteville, Arkansas was just as happy as could be. He locked his keys in his Mazda pickup truck at a Lowe's store when he found a service provider that would open his vehicle for free...the Fayetteville Police. *"The services didn't cost me a dime"* Houghland said, *"That's the way it should be."* Houghland called the Police Department instead of a locksmith because it saved him \$65. *"It was absolutely helpful"* Houghland went on to say. Well, I guess it was!

However, for Houghland and other forgetful Fayetteville folks, their luck is about to change when it comes to asking police to open their locked vehicles. The Fayetteville Police Department recently announced that it will no longer unlock car doors unless it is an emergency, such as a trapped child or pet. Police also won't respond to non-injury accidents on private property.

The decision to halt services stemmed from an overabundance of calls that deterred officers from responding to wrecks with injuries, fights, and other crime, said Sgt. Shannon Gabbard, a spokesperson for the department. According to Gabbard the department investigates about 850 accidents each year that occur on private property, such as parking lot collisions. Officers also typically respond to 5,000 calls for help unlocking vehicles each year. *"It's gotten beyond the point of what we're able to efficiently respond to, versus a response to priority calls. We've had calls about a burglary in progress where officers couldn't go,"* said Gabbard.

Fayetteville police will continue responding to private property accidents where there is a report of injury, death, or suggestions that alcohol or illegal substances triggered the incident. But citizens who want an officer to mediate an insurance paperwork exchange after banging into a neighbor's car at Wal-Mart or open a locked vehicle are on their own.

Gabbard said he knows the new policies will be an adjustment for some Fayetteville residents. So far, he hasn't heard any complaints about the changes.

Fayetteville's policy changes fall in line with what other Arkansas cities offer in services. The Rogers Police Department stopped unlocking vehicles and responding to private property accidents in January 2004. From 2003 to

2004, the department handled 1,391 vehicle unlocking cases. It was simply becoming too much of a burden on the force and the Rogers Police Department didn't have enough officers to do it.

That's also the case in Bentonville, Arkansas. The city's police force does not unlock cars unless it is an emergency. The Bentonville City Council passed an ordinance in 1989 barring officers from opening locked vehicles after city officials received complaints about the service, stating that *"We're not locksmiths."* Police officers were tearing up vehicles with Slim Jims, which influenced the change of policy.

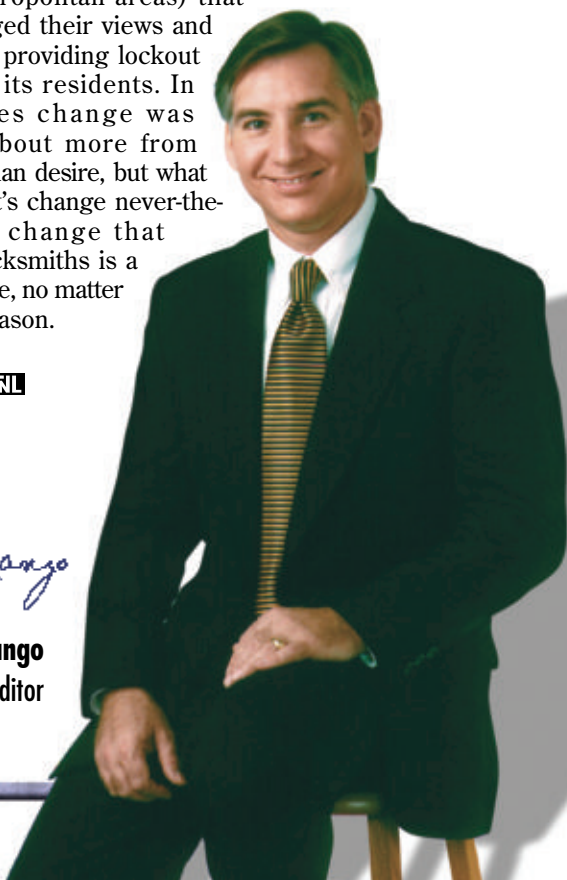
In Springdale, Arkansas the Police Department dispatches officers to help people who have locked keys in their car if officers aren't needed for more important calls.

The age-old complaint of police opening cars is slowly (albeit very slowly) diminishing. I am aware of more and more police departments from around the country (mostly larger metropolitan areas) that have changed their views and policies on providing lockout service to its residents. In most cases change was brought about more from necessity than desire, but what the heck, it's change never-the-less. Any change that benefits locksmiths is a good change, no matter what the reason.

TM



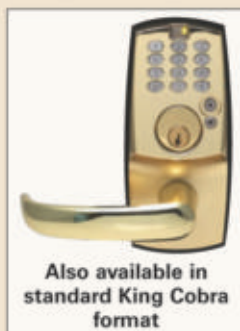
Greg Mango
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LETTERS

No Politics Needed

Making your point with Bill Gates and your company was fine, but bringing up President Bush being heralded a hero and not getting his fingernails dirty, I thought was a very unfair analogy.

I know he has agonized a great deal and has true heart felt sorrow for calling on young men and women to fight.

I thought this was insensitive and you should stay out of politics in your message. Unless you're a big Kerry man and don't care.

John Garvey
Oklahoma

Editors Note: This letter was in response to my May 2004 Mango's Message editorial titled "Unsung Heroes." It took so long to publish it because it was inadvertently misplaced and just recently discovered.

Technitip Winner

Many thanks to *The National Locksmith* for Ilco key blanks I received for submitting a Technitip. They will certainly be put to good use. I would also like to take this opportunity to thank the staff of *The National Locksmith* for publishing such a GREAT magazine every month.

Reed Harmer
Canada

A Preferred Alternative

In regards to your article in the January, 2005 Edition "Beating the Car Cabled Revolution" by Chris Vigil, I agree that High Tech Tools makes a good product, and as always I find your publication very informative, especially for those of us with limited experience,

but enough butter and on to the point. I disagree with the recommended technique on the Ford Focus. In today's world most autos are equipped with power locks or a manual flip button. Not to mention those with side impact air bags. I have found that on 55% of auto lockouts the only tools you need are the One Hand Jack, Air Wedge, and Lightening Rod or similar tool. These are fast, effective, professional, and leave little or no damage to the customer's auto. Example screwdriver slippage, scratched paint, cracked, or worse broken tag light. At 2 AM this is not an option. As we all know there's always more than one way to skin a cat.

Keep up the good work.

Dennis Lufkin
Florida

I do it to Help Others

Thank you Jake, Marc, Greg, and the prize sponsors for awards this year and for my *Technitips* 3rd place end of year prize. I don't just participate for the prizes, I hope my tips help others as well as I have been helped by others. Some of the simplest tips I have read and used are the best time/labor savers. When you live in an area where there is little opportunity to interact with other locksmiths you look forward to *The National Locksmith* magazine and this forum to keep on top of things.

Thanks again, I'll keep on submitting.

Bob Roman
E-Mail

Honorable Customer

I just had a really nice experience. A customer called me out to fit keys to his car, parked at a bar about 15 miles

from here. I went through all the work and had just finished filling out the invoice when he ran out telling me to stop, his keys were under the floor mat. The barmaid had taken them last night and hid them so he couldn't drive.

He reached under the mat and sure enough, there they were. I waited for him to say the next thing: "Thanks, but it looks like I won't need you after all".

Usually, I have to go through the conversation where I tell the customer that I did the work they wanted and they owe me the money, and he says that he has the keys and isn't going to pay. Not this time. He tells me that I did the work and he's going to pay what I quoted. Nice guy.

I didn't interrupt him until he finished talking and paid. Then I told him that his key wasn't going to work his Crown Vic any more, but I programmed it in as a third key at no charge.

Dave Shadle
E-Mail

TRN



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Trine's

AXION

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by
Jake Jakubowski

There can be no serious doubt in anyone's mind that the events that occurred on September 11, 2001 have forever changed the way American's think about physical security.

From airlines to department stores, from municipal complexes to manufacturing facilities, physical security measures have multiplied at astonishing rates. Nowhere have those increased security concerns manifested themselves more strongly than within our military establishment. There is not a military facility of any size or function that has not taken steps to "harden" their physical security measures.

The degree or complexity of the physical security upgrades since 9/11 has run the gamut from simple to serious.

When Steve Bright, a locksmith friend in Fayetteville, North Carolina called me and told me he had a project at Pope Air Force Base, he asked if there was a way to electrify a panic/exit device without going into relatively high-dollar delayed egress, or complex electronic systems. What his customer needed was something simple, easy, and could if necessary, be integrated with an audit system later.

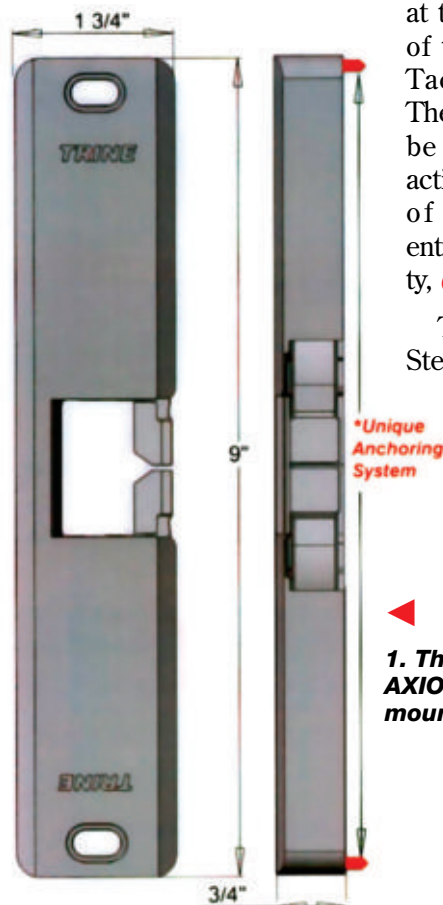
As luck would have it, I had just received a brand-new product from Trine to install and evaluate with the idea of writing an article about their new surface mounted 4800 AXION strike, (see photograph 1).

The 4800 is an electric strike to secure any rim mounted panic device with a Pullman type latch

mechanism. Because it is surface mounted, there is no frame cutting and the built-in electronics allow the 4800 to be operated on 12-24VAC/VDC without the need for any external rectifiers or other accessories except a power source and transformer.

I met Steve at his shop in Fayetteville and we went from there over to Pope Air Force Base and wound up at the headquarters of the 21st Special Tactics Squadron. The 4800 is going to be mounted on the active door of a pair of doors at the entrance to the facility, (see photograph 2).

The first thing Steve and I did was



1. The Trine 4800 AXION surface mounted strike.



▲ **2. The 4800 is going to be mounted on the active door of a pair of doors.**



▲ **4. The jamb edge of the door is once again straight and true.**

to check the active door to make sure there would be no underlying problems that would interfere with the installation and operation of the 4800. When doing so we found evidence that the door was sagging as indicated by the wear marks on the latch edge of the door, (see photograph 3). This problem was easily fixed with Steve Goldstein's Hinge Doctor.

It's good practice to look for, and correct any door problems before you install new hardware. This door



▲ **3. Evidence that the door was sagging.**

also received a new closer as the old one was leaking oil and the door would chatter as it closed. A pre-inspection of the door often turns up problems that might interfere with the proper operation of hardware like Trine's 4800.

If you take a close look at the right side of the active door in photograph 4, you will notice that the jamb edge of the door is once again straight and true. The "sag" that was evident in the door upon our initial inspection has been corrected. This repair will ensure that the new strike and the Monarch panic device will align properly with one another and there will be far less chance of anything going awry with the operation of the new strike.

As you can see the door has exterior trim consisting of a lever set and a Best-style mortise cylinder, (see photograph 5). With this particular configuration, the door could be unlocked and remain in a passage function until locked. Or, it could be locked and would require the use of a key to gain entry to the building. An overabundance of keys is what the security issue was all about. Too many keys were needed and not enough control was exercised regarding the issuing of those keys.

With the 4800 in place, codes could be issued to individuals (the number of codes being dependent on the operating system chosen) and shut down in off-hours requiring a key to bypass the electronic keypad that activated the strike.



▲ **5. The door had trim consisting of a lever set and a Best-style mortise cylinder.**

Photograph 6, shows the Monarch rim-mounted panic/exit device on the door. With this configuration, the installation of the 4800 was about as straightforward as it could get.

To start, it was a simple matter of removing the old rim mounted strike, (*see photograph 7*). Two screws are used to secure the existing strike, making removal easy, (*see photograph 8*).

With the old rim mounted strike removed as seen in *photograph 9*, the Trine 4800 spacer is put in place of it. Here Steve is placing the 1/8" thick steel spacer that comes with the 4800, against the doorjamb and marking the mounting holes, (*see photograph 10*). This spacer makes an excellent mounting template whether you use it as a spacer or not. The spacer is used when an installation requires that the strike be moved closer to the latch of the panic device. That's a pretty handy and time-saving idea for the installer, don't you think?

In *photograph 11*, the top red arrow points to one of the locations that needs to be drilled. There are three holes in all that need to be drilled when installing the AXION. For the first hole Steve used a



▲ **6. A Monarch rim-mounted panic/exit device.**



▲ **7. Remove the old rim mounted strike.**

Magic Marker to completely fill in the drill point location with black ink and drilled to 5/8".

This is the largest hole required which is to allow the "coupler" on the wiring harness to pass through the frame. The lower white arrow in *photograph 11*, is the centerline of the strike. A line drawn before the AXION was mounted ensures proper placement of the 4800's strike.

Continued on page 14

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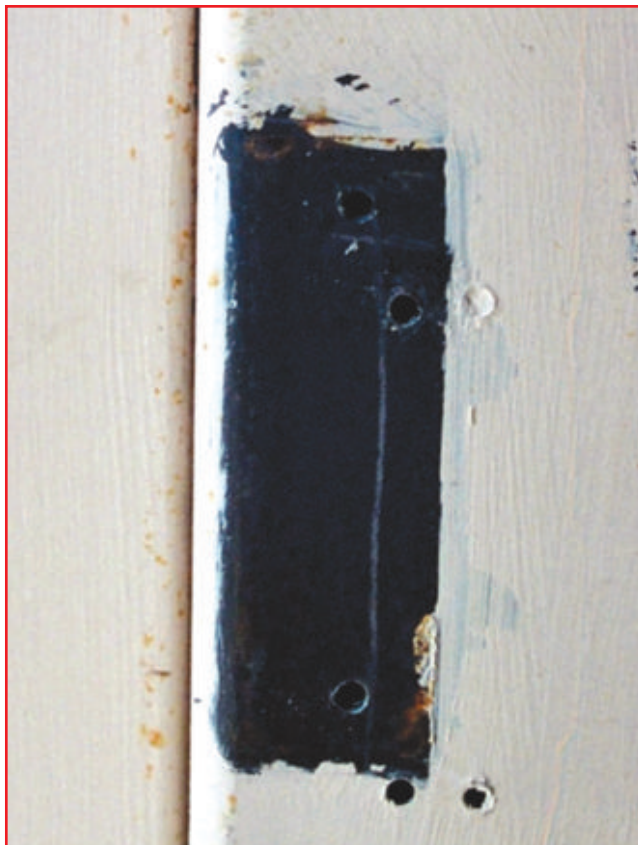
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▲ 8. Two screws secure the existing strike.



▲ 9. The old rim mounted strike removed.



▲ 10. The 1/8" thick steel spacer that comes with the 4800.



▲ 11. The top red arrow location is drilled for the "coupler" on the wiring harness to pass through the frame.

Continued on page 16



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After the tip and bottom mounting screw holes are drilled they then need to be tapped them for 1/4 x 20 Allen screws, (see photograph 12).

In photograph 13, the AXION spacer and strike are mounted together. Note the holes in the four corners of the spacer. There are four pins that can be placed in the corresponding corners of the strike that will help stabilize the strike.

In photograph 14, you can see the wire harness being fed into the mullion and the way the spacer and strike together.

Note: In this particular case the frame is really a removable mullion. With the mullion in place, it presented some rather interesting wiring challenges, which were solved by using connectors shown in the photograph. That way if the mullion needs to be removed, the connector is disconnected and the mullion can be removed. The wiring was run up through the transom bar to a power supply and an interior disconnect button!

The 4800 is constructed from stainless steel which will allow the 4800's finish to resist the corrosive dulling so commonly found with lesser quality materials. The 4800-32D shown is also available in a variety of exterior finishes, such as: US-3 (Bright

Brass), US4 (Satin Brass), US10 (Satin Bronze), US10B (Dark Bronze), US26 (Bright Chrome), and US32D (Satin Stainless Steel).

The AXION's one-piece locking mechanism offers the customer superior break-in resistance because of its incredible 3,000 pounds of holding force. The one-piece system also offers more durability and reliability because of fewer moving parts in the strike. An added benefit is that the 4800 can be field changeable for either fail-safe or fail-secure modes depending on customer requirements.

In photograph 15, Steve is setting the mounting cap screws with an Allen wrench and making final adjustments. The entire installation of the 4800 will take no more that 30 minutes (not counting



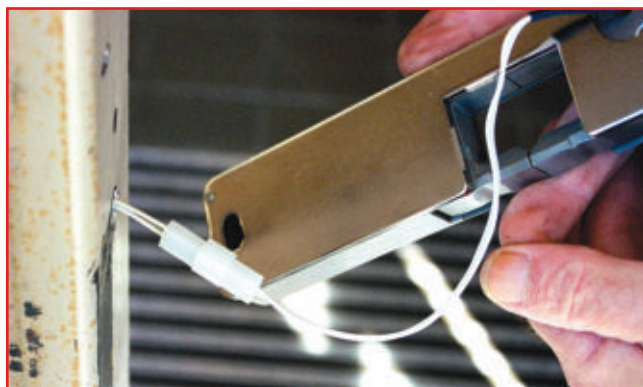
▲ 13. The AXION spacer and strike are mounted together.



▲ 15. Steve is setting the mounting cap screws.



▲ 12. The holes are tapped for 1/4 x 20 Allen screws.



▲ 14. The wire harness being fed into the mullion.



▲ 16. The completed installation.



▲ 17. Completed installation form the inside of the door.

the wiring). I can tell you this with certainty that this is one of the easiest surface mounted strikes you'll ever have the opportunity to put on a customer's door.

Photograph 16, shows the completed installation of the 4800. *Photograph 17*, shows the complete installation form the inside of the door.

With the 4800 on the door the only thing left is the wire run to a power supply (12 - 24 AC/DC operational voltage) and preferred activation controller such as a card reader, touchpad, biometric device, etc. to be completely functional. You can utilize nearly any touchpad, or electronic access control system to operate this strike during the day. The degree of sophistication you wish depends on your customer's requirements. If, as with this unit, you use Securitron's DK 26-XB, you can have up to 99 individual users and audit capabilities.

Should the need arise where a surface mounted strike is ever required in conjunction with a surface mounted exit device, the Trine 4800 should be at the top of the list for consideration.

For more information contact your favorite supplier or Trine Access Technology, Phone: 718-829-2332; Web: www.trineonline.com. Circle 278 on Rapid Reply.

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ELECTRIC STRIKES AND MAG LOCKS

All magnetic locks work using only DC current, usually 12 to 24 volts. Never connect a magnetic lock to AC current of any voltage. You may come across a mag lock that comes with an AC power supply, but here the AC voltage is being converted to DC in the lock. All magnetic locks are fail-safe. This means that they need a constant source of current to remain locked. If power is removed the lock will open. If this is a concern use a back-up power supply. All magnetic locks are silent even when powered and locked.

Electric strikes come in many varieties. They can be 12 or 24 or even higher voltage and they may take AC or DC current and some even take both. They may be fail-safe or fail-secure. A fail-safe electric strike needs power to keep it locked. A fail-secure electric strike stays locked even without power. The most common by far is a fail-secure. When using a fail-secure electric strike, even without power it stays locked from the outside coming in. For egress or getting out, a door knob or lever on the lock allows for safe exit. If you must use a fail-safe electric strike don't forget to back it up.

When you need that buzzing sound you may have heard when being buzzed into an office that's the sound of AC current going through the electric strike. If you need this sound as a signal to push on

the door when unlocking the strike then choose an AC electric strike and an AC power source or transformer. If you do not want or need this buzzing sound then choose a DC power source or transformer. The DC strike is almost completely silent when it releases except for a slight click.

DynaLock 1600 Series Electric Strikes

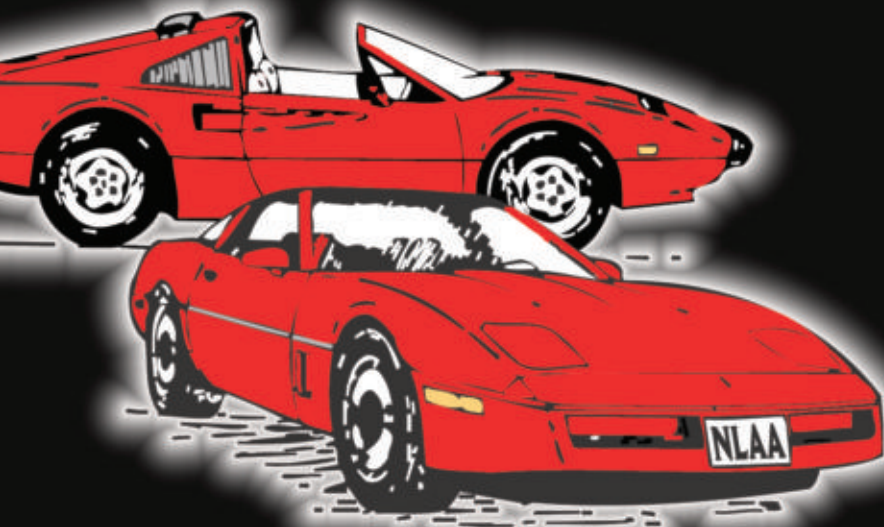
DynaLock Corporation has introduced their new 1600 Series - its first line of electric strikes.

1600 Series strikes are universally adaptable to suit all door and frame types and accommodate most locking devices with up to a 3/4" latch projection. To simplify ordering and speed installation, all models feature 12/24V AC/DC field-selectable operation, dial-selectable fail-safe or fail-secure operating mode, 1/4" horizontal adjustment and modular plug-in wire connections.

All models are also available in a low-profile, 1-1/16" backset version, for narrow-stile aluminum frames, accepting up to a 5/8" latch projection. Optional latch/keeper monitor switches are also available. Five different interchangeable faceplate designs are offered.

Typical applications include non-fire rated doors in commercial, industrial and institutional centers, retail outlets and health care facilities.

Continued on page 22



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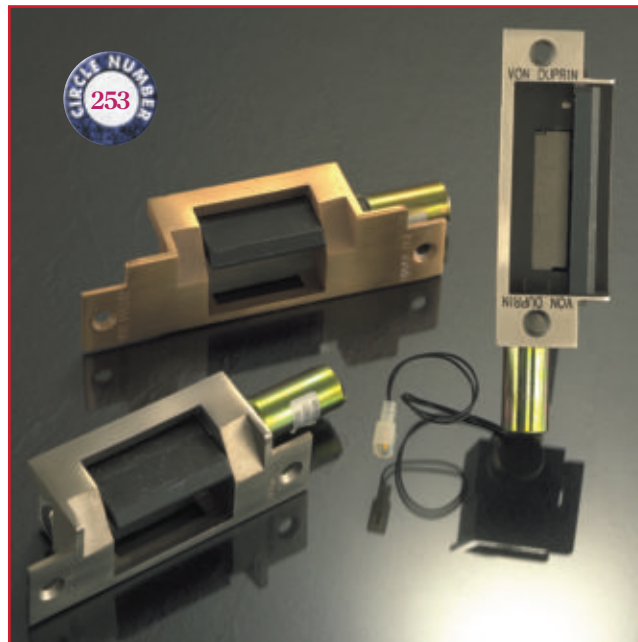
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hassle-free guarantee for the first year, and carries a five-year warranty on all mechanical components.

Ingersoll-Rand Electric Strikes and Mag Locks

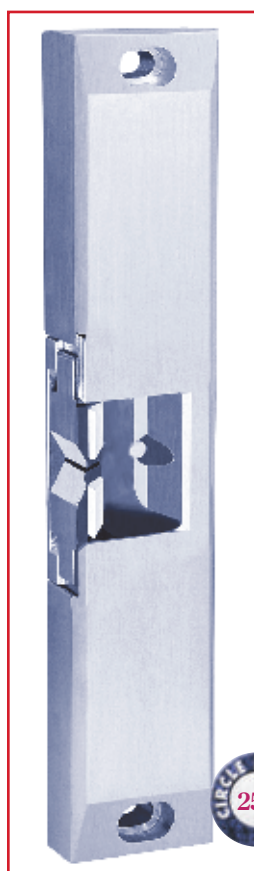
Von Duprin electric strikes are all stainless steel construction, non-handed and available in 12V or 24V, DC or AC. Strikes are furnished as fail secure standard, with fail-safe optional. The strike box is adjustable to compensate for any misalignment of the door or frame. A series of monitoring switches are available to prevent tampering.



Two-piece plug connectors are furnished for ease of installation and for removal during strike servicing.

Locknetics MAG Locks

Locknetics offers the range of Mag Locks to meet a variety of applications with options to secure every opening, such as magnetic bond sensor (MBS), delayed egress and adjustable time delay. Coupled with a Von Duprin electric strike, your opening is secure and access can be controlled day and night, 24/7 365 days a year.



HES Completely Surface Mounted Solution

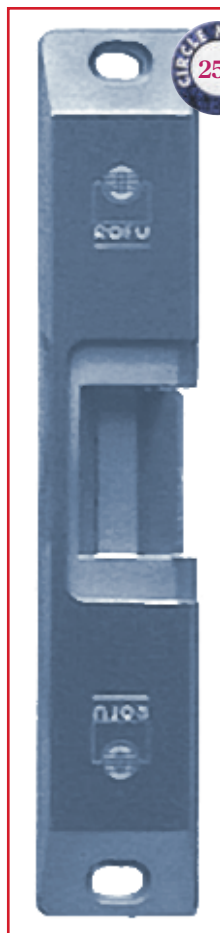
Completely surface-mounted, the Grade 1 9600 Genesis™ has become a stock item for installers. Re-introduced in 2003, the 9600 features an internally mounted dual-voltage 12/24V AC/DC solenoid and two stainless steel, independently operating, locking mechanisms that is field selectable fail secure/fail safe.

The 9600 is easy to install, with all components of the 9600 encased in the 9" x 1-3/4" x 3/4" faceplate, requiring no cuts to the jamb prior to installation. The 9600 accommodates rim exit devices with up to a 3/4" throw pullman latch in metal or wood jambs. The 9600 is covered by the HES



High Security Mag locks come standard with fully Automatic Voltage (12 or 24V) and holding forces ranging from 700 lbs to 1650 lbs. The 390+, 350+ and 320+ have set the standard for reliable, easy installation with its specially designed housing. Locate and mount the housing and then attach the mag lock.

Locknetics full feature 40 and 70 Series Mag Locks with 700 and 1200 lbs holding forces respectively, are manufactured to include magnetic bond sensor (MBS), door status monitor (DSM) and Automatic Voltage as standard. They also feature low Amp draw and no isolation required.



ROFU's Model 1960 Electric Rim Mount Strike

This new Electric Rim Mount Strike from ROFU International is designed for "REAL WORLD" installations. This strike incorporates all of the necessary features which installers have been looking for from a Heavy-Duty Electrified Rim Strike. It is Reversible (non-handed) with tamper strength of 1700 lbs. and has been cycle tested 500,000 times.

The 5/8 in. thick stainless steel faceplates with spacers (2 supplied with each strike) allow full engagement of the locking latch. Other features of this product by ROFU is broad horizontal adjustment, integrated non-handed ramps for dead locking latch and built-in MOV for spike suppression.

This strike is available in US32D finish in both 12VAC/VDC and 24VAC/VDC.

The UnLatch® from Securitron

The UnLatch® from Securitron takes the place of traditional electric strikes, allowing the installation into ANSI 4-7/8" cutouts without doorframe modification. The UnLatch® pushes the door latch into the lock body, releasing the door- even under pre-load. The UnLatch® also comes with a built-in monitor that signals the door is latched, providing continuous security monitoring.

The Mortise UnLatch® is perfect for both new construction and retrofit installations. With it, you have the ability to electrify any mortise lock, without running power to or through a door. This represents significant savings in both hardware requirements and installation time.

Continued on page 26



OMNILOCK® Quick Adapter Systems



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TOOL: Horizontal Linkage

1. Insert the tool into the passenger side door.
2. Point the tool towards the front of the vehicle and lower the tool into the door.
3. Push the tool forward to access the linkage.
4. Move the tool towards the front of the vehicle.
5. Push the tool forward to move the linkage towards the front of the vehicle.

GM 087 Method 1

SILVER

REAR OF VEHICLE

PASSENGER DOOR

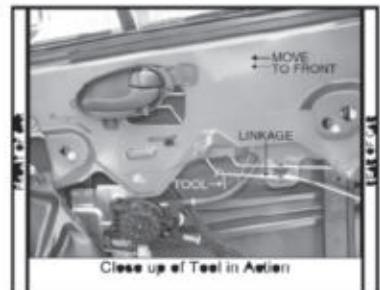
ENLARGE!

NOTES: This vehicle may have a side airbag centered in the SEAT. There are not airbags. Consult the Side Airbag Section in front of this manual for more information.

Pg. 454

Photo Page

GM 087 Method 1



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Another important consideration is the fact that the UnLatch® family of products includes integral SPDT latch status sensing. It reports to the access control or alarm system only when the latch is fully seated. This contrasts with most electric strike installations, which make use of separate door contacts to report when the door is closed but not necessarily secure.

Both the UnLatch® and the Mortise UnLatch® are available in Stainless Steel finish (standard) or in Polished Brass finish.

Securitron's Model M38 and M68 Magnalocks

Securitron's Model M38 and M68 Magnalocks are fail-safe electromagnetic locks with holding forces of 600lbs. and 1200lbs. respectively. They are designed



for use in areas, which require controlled access or egress. Each unit includes a power and control wiring access compartment, which provides the added convenience of wiring, "at-the-lock." The sleek, low-profile design provides a professional looking, unobtrusive integration into a wide range of architectural applications and can easily retrofit to replace existing magnetic lock systems.

In addition to the wiring access compartment, the M38 and M68 both boast an easy-to-install mounting bracket to make it even simpler to install the best Magnalocks in the business. Available options and upgrades include Senstat, an LED indicator for power and lock status, an Anti-Tamper Sensor, a Door Position Switch, Offset Strikes and Split Strikes. **TNL**



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18 electrical configurations are featured in our informative Electrified Openings guide.

Boyle and Chase is proud to offer its new Electrified Openings guide. This 40 page access control guide breaks down a number of applications with common terms, explanations, variables, operations, and important notes. We've rebuilt and added a number of electronic lines including: ACSI, Corby Industries, Folger Adam, Kaba-Ilco, LCN, Locknetics, MS Sedco, Schlage, Secura Key, Visonic and Von Duprin.

Each electrical configuration schematic includes:

- 1 Application
- 2 Application Variables
- 3 Schematic
- 4 Operation
- 5 Important Notes
- 6 Be Advised
- 7 Parts Listing

1 Electrical CONFIGURATIONS

Application: Automatic Door Operator with Electric Latch Retraction Exit Device, Push Buttons, & Key Switch for Day/Night Mode

4 Operation

Secure mode: door locked, operator push buttons inactive. Ingress by key, egress by exit device push pad. Manual operation of door from either side allows standard door closer function of auto operator.

Non-secure mode: key switch retracts latch, activates operator push buttons. Push button on either side of opening initiates operator cycle.

5 Notes

If wireless buttons are used, a receiver is required. For Von Duprin device for fire rated opening add "F" designation. For Von Duprin power supply for fire rated opening add "FA" option to power supply (two conductor connection to fire alarm required). Use hinge with non-ferrous base material for exterior application. 4631 requires minimum of 2" for head frame face height. 4631 requires minimum of 1 1/4" for top of door rail height. 4642 requires minimum of 1 1/4" for head frame face height. 4642 requires minimum of 1 1/4" for top of door rail height. 4642 reveal depth of 4 1/4" allows for up to 100" opening.

6 Be Advised:

The line drawings shown are for reference only and may not accurately represent products in current production. Wiring to comply with all state and local codes. Wiring diagrams available by calling or faxing the sales department. Wiring diagram specific to ACSI family of products or Ingersoll-Rand family of products. Boyle & Chase is not responsible for any deviations or modifications made to these diagrams.

Application Variables: 2

- Fire rated
- Trim required
- Interior opening
- Exterior opening
- Frame reveal depth
- Head frame face height
- Top of door rail height
- Push or pull side mount operators
- Finish

ITEM	MANUFACTURER	DESCRIPTION	SEE FULL LINE CATALOG PAGE 7
1 Exit Device*			
EL98-11-98L	Von Duprin		312
1550 Model	ACSI		39
2 Push Button (2)			
7910 Series	LCN		242
600 Series	Locknetics		751
1300 Series	ACSI		42
1200 Series	Door-matic**		
3 Power Supply			
PS873KZ	Von Duprin		390
1426-04-A0	ACSI		40
4 Power Transfer/Electric Hinge			
EPT2	Von Duprin		391
2180-18	Locknetics		
PH8175/8B1279-1108	ACSI		40
FA158-L	Folger Adam		
58811W8	Ives		
5 Key Switch			
853-14	Locknetics		242
1310 Series	ACSI		42
FAMK Series	Folger Adam		
6 Automatic Operator			
4631	LCN	Pull side mount	242
4642	LCN	Push side mount	242
2800/2800 Series	Door-matic	Concealed operators	
9500/9700 Series	Door-matic	Surface operators	

*Note: Choose rim, vertical or overhead. Also available fire rated.
**When selecting this push button, must use Door-matic door operator.

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Circle 206 on Rapid Reply

2004 Expedition

Part 1 by Michael Hyde & Brook Francisco



1. The Ford Expedition was introduced in 1997 to compete in the expanding market of full-size sport utility vehicles. This large SUV was based on the F-150 pickup truck, and was fully redesigned for the first time in 2003. The 2004 model is almost identical to the 2003, with only cosmetic differences separating the two models. Sales of the Expedition have been declining steadily since 2001, but they still make up a very large percentage of the full-size SUV market. The only three locks on this vehicle are the ignition, driver door and glove-box. The Ford Passive-Anti-Theft-System is standard on all models. For key programming, the necessary programming protocol is Powertrain Control Module (PCM) when using the NGS or T-Code.

Opening the Expedition:



2. Opening the 2004 Ford Expedition is fairly easy. This SUV uses unshielded vertical linkage rods, which are common on many of Ford's larger trucks and SUVs. These linkage rods make an easy target for a Slim-Jim. Insert the Slim-Jim directly to the left of the driver side door-frame and about 4-6 inches down the door.



3. When you see the button post start to move you know you are close. Lift upward on the Slim-Jim when you have grasped the linkage and you will unlock the door.

Ignition Lock Removal:



4. The ignition lock used on the 2004 Expedition is Strattec #707592, without a sidebar. This ignition uses an active retainer, so removal is not difficult if you have a working key.



5. Start by removing the two Phillips screws that hold the shroud together.



6. The access holes to these screws is square shaped.



8. You can then separate and remove the two shroud halves, revealing the PATS transceiver ring.



10. You now have access to the active retainer.



9. Next, remove the 7/32" screw that holds the transceiver ring to the ignition housing and slip the antenna ring over the front of the lock.



11. With the key somewhere between "Accessory" and "On" you can depress the retainer with a small poker and remove the cylinder.



7. Next remove the rubber grommet around the shifter.

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Ignition Lock Disassembly:



12. The ignition lock is disassembled easily.



13. Begin by removing the large C-Clip on the back of the lock.



14. You will then need to use a working key cut off at the shoulder.



15. Insert the key blank into the lock and remove the plug out of the rear of the cylinder.



16. Wafer positions 1 and 3-8 are found in this ignition lock. Since this is the non-sidebar lock it uses Ford 8-Cut door wafers.



19. You must now select the correct programming protocol. Per the directions for the T-Code, P.C.M. (Powertrain Control Module) is selected.



20. Then switch the ignition "On" and press Enter.



21. Then select "SPECIAL FUNCTIONS" and then Enter.



22. Then select "ADD KEY" since I was adding one key.



23. The T-Code then goes in to the ten-minute timer. After the 10 minutes elapses, push Enter to add the additional key and the process is completed.

Programming Keys With The T-Code:



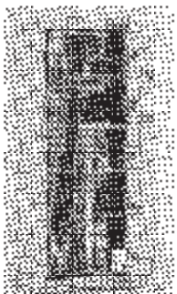
17. The 2004 Ford Expedition requires the use of a scan tool for key programming. I used the T-Code and Strattec key 599114. The diagnostic link connector is located to the right of the driver, slightly behind the kick-panel.



18. After connecting the T-Code and entering my password, select "Ford" from the vehicle selection menu.

Next month we conclude this series by covering the glove box lock, door lock removal and disassembly. **RL**

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Aiphone JA Open Voice PanTilt Color Video Series

Aiphone Corporation is pleased to present the new JA series, an Open Voice Color Video Intercom with a PanTilt camera, quick and convenient hands-free VOX communication as well as instant call-in with voice and video imaging. This



new series is capable of having two door stations with up to three inside stations. It is equipped with a standard composite video output signal for tie-in to TV's or CCTV systems. The series can also support up to two motion sensor cameras with Aiphone's optional motion detector adapter.

Aiphone has also introduced within this series the JA-2MED Memory Master Station. It can be set to automatically take a picture of the visitor when the call button is pressed. A video answering machine for your door!

Detex's Value Series

Detex's Value Series UL Listed Panic and Fire Exit Hardware meets or exceeds Life Safety, ADA, CA Title 19 and ANSI / BHMA A 156.3 2001 Grade 1 requirements for all building codes. Attractive, affordable and easy-to-install, Value Series provides life safety and loss prevention at emergency exit doors. Now Value Series offers electrified options such as Electronic



Latch Retraction, Electronic Delayed Egress with Maglock, Electronic Switching, and Electronic Integration for even greater security. A Weatherized model for outdoor and wet locations is also available.

Ideal applications for these enhanced security options are the primary and secondary exits of restaurants, retail shops, department stores, grocery stores, discount stores, garden centers, convenience stores, airports, theaters, hotels and office, municipal and government buildings.

DoorKing's New Flush Mount Design

DoorKing's popular model 1802 Telephone Entry System is available in both a surface mount design and now the new flush mount design. The 1802 packs all the outstanding features found in the company's standard telephone entry systems, but can be installed in places where space is at a premium. The flush mount unit provides an attractive alternative to the surface mount unit and has increased vandal resistance attributes.

The 1802 can be ordered with memory options of 125, 500 or



1000 and with all the advanced features that come standard with this unit, it offers an outstanding value for its remarkably low cost.

GE's Unique New TRAC-Tube Intelligent Key Storage Device

GE's new TRAC-Tube intelligent key storage device holds two keys and access cards for unattended, stand-alone access points and provides an audit trail of users. TRAC-Tube is accessed and powered by a TRACkey and is the latest addition to the TRACAccess line of electronic key control and entry tracking systems, which offer companies safer, more secure alternatives to issuing and managing mechanical keys or access cards on-site.

The stainless steel TRAC-Tube recesses into a wall with a minimum thickness of seven inches and is secured with mor-



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Circle 202 on Rapid Reply

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Circle 245 on Rapid Reply

tar, cement or epoxy. The tube measures 3.32 inches in diameter and 6.63 inches in overall length. In most applications, TRAC-Tube does not require hardwiring to networks or connection to a resident power source. The TRAC-Tube also requires no internal batteries, powered solely by a TRACkey, a self-powered electronic key that is PIN-code controlled and also works with other TRACcess electronic locks or KeyBoxes.

HES Introduces The 5200 Series Electric Strike

HES, Inc., a leading manufacturer of electric strike technology, announces the release of a new addition to its product family, the 5200 Series electric strike.

Highly adaptable, the 5200 Series sets a new standard for electric strikes incorporating innovative features such as in-frame horizontal adjustability and voltage flexibility. The 5200 will accommodate all cylindrical locksets and



installs easily into a standard ANSI 4-7/8" x 1-1/4" cutout. Designed to satisfy today's rigorous demands for safety, the 5200 was designed with installers in mind.

Not only does the 5200 feature 12/24 field select ability, but also boasts the versatility of both AC/DC capabilities. The 5200 is also able to function with 16V (commonly found) on intercom security systems.

E-Plex™ 5000 Installs Easily With New LectorBolt

Kaba Access Control's new E-Plex 5000 combines the simplicity and reliability of Kaba's Simplex mechanical pushbutton locks with the added security and features of electronic access control, proving that an electronic lock can be easy to install, manage and use.

The E-Plex easily installs on wood or metal doors. A new LectorBolt mounting screw (patent pending) provides for installation without running wires through the door. The



Continued on page 36

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Retail Price
\$176



SD101

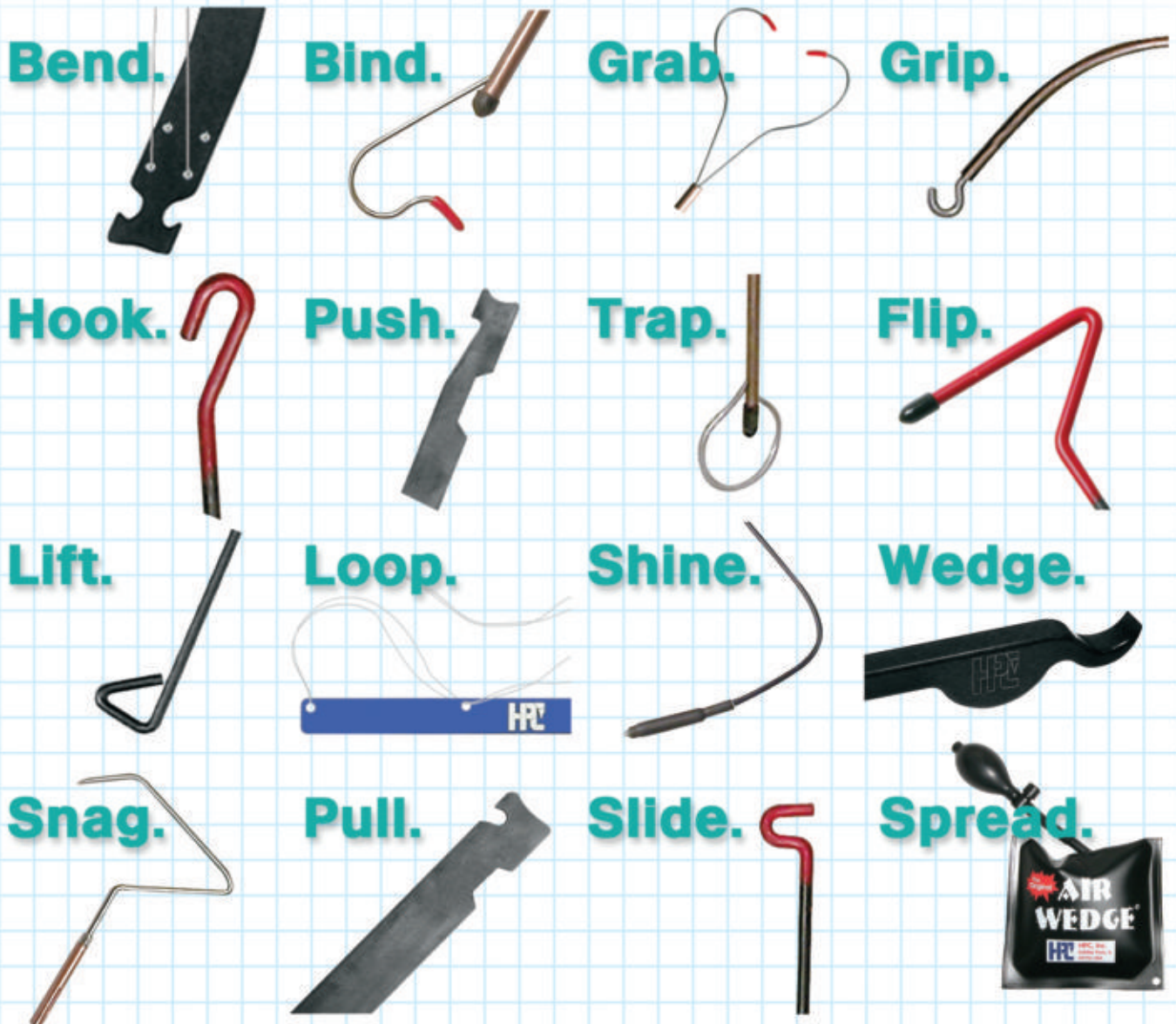
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LectroBolt design eliminates the risk of pinching wires during installation.

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Marks USA Introduces I-Que Prox

Marks USA announces the introduction of their I-Que HID proximity card stand-alone access control lockset. This lockset accepts most HID format cards and fobs for keyless entry, but can be programmed to combine with the keypad for maximum security. This locksets has a HID prox antenna and is available with flush or tactile metal 16-digit keypad on a heavy duty cast



housing available in a range of architectural finishes.

The basic model allows 3008 Users with an 1180 Event audit trail. The i-Que PROX units are available in cylindrical, mortise, tubular and exit device versions. Marks USA locksets are backed by lifetime mechanical and electronic warranties meet grade 1 and UL standards and are ADA compliant.

ROFU International Introduces Mini Shear Lock

ROFU International Corp. has recently introduced a new mini shear lock, ROFU model number 8035. This new mini shear lock combines a versatile installer-friendly mounting configuration with a new revolutionary patent-



Continued on page 38

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SARGENT's new 10 Line surpasses all competitive products in strength and durability. The unique lock design exceeds Grade 1 requirements. At over 4,000,000 cycles, the 10 Line beats the closest competitor by 30%. As for abusive force, this lock endures more than one and a half times the standard without allowing entry!



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Circle 225 on Rapid Reply

ed adjustable shear design. This new compact design gives the performance of 1200 pounds holding force and is available in an attractive rim mount design with the addition of mortise design for concealed installation and a U-bracket design for glass door installations.

Other features include field selectable voltage of 12 or 24 VAC and door-monitoring switch for indicating door position. This product is available in US28 finish, carries the standard ROFU 5-year warranty and is stocked by fine distributors worldwide.

STI ADA Compliant Pneumatic Adjustable Timer Push Button

This ADA compliant, multipurpose push button introduced by Safety Technology International, covers a wide range of applications both indoors and outdoors. The Stopper® Station (SS2108EX) incorporates a unique, patented design that helps dramatically to stop accidental activation.

The pneumatic mushroom button opens or closes a circuit after an adjustable time delay and does not need electricity to operate. The timer range is 2 - 60 seconds and has a 7 amp (resistive) 240 VAC rating. Station housing is molded of super tough polycarbonate and includes a stainless steel backplate. The polycarbon-

ate is backed by a lifetime guarantee against breakage in normal use and one year on electronics.

As all STI Stopper Station switches, the SS2108EX button incorporates a patented design that dramatically helps stop accidental activation. It's available with or without an STI protective cover to combat vandalism and accidental damage as well as a pre-alarm to help stop malicious activation. Available in red, yellow, white, blue, green and has a choice of symbol, wording and language.

Schlage Aesthetic Modular Locks

Schlage aesthetic modular locks offer sleek architectural design and complete security functionalities that image-conscious organizations demand. These aesthetically enhanced modular electronic locksets come in cylindrical and mortise designs.

Users no longer must sacrifice aesthetics for high security. Schlage CM modular locksets offer superior architectural appeal, while providing robust access control. These unique locks are installer and operator friendly and available with a variety of credential readers, allowing users to select the card most

appropriate for them, including presently-installed magnetic stripe cards or HID proximity cards and key fobs, eliminating the need to issue a second set of credentials to utilize with the new locksets.

The Schlage CM5200 and CM5600 platforms are designed to be suited with Schlage D-Series cylindrical and L-Series mortise mechanical locks, providing a pleasing appearance facility wide. All Schlage designs are available in matching lever and architectural finishes and are also suited with Von Duprin exit device trim.

Videx Announces the Intelligent Electronic CyberLock®

Videx announces CyberLock®; an electronic lock cylinder designed to convert mechanical door lock hardware into a full-functioning access control system. CyberLock limits user access to specified locks at predetermined days and times. A record of each opening and attempted opening is stored in both the lock and key, providing an audit trail that lets management know who, what, where, and when.



CyberLock cylinders cannot be picked and the keys cannot be duplicated. Battery power is stored in the key, allowing the cylinders to install simply without any wiring. CyberLock cylinders can be installed in padlocks, cabinets, containers, and interior and exterior doorways throughout entire complexes. **TRI**

The Automotive Locksmith's **CHEAT SHEET**

Steve Young's 2005

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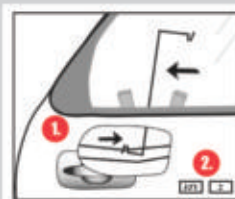
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Sample Page

- 1 Easy to understand "Cut-Away" style drawings that show you the inside of each door.
- 2 Exclusive Jiffy-Jak & Difficulty Icons tell you how easy each vehicle is to open and if you can use the Jiffy-Jak.
- 3 Quick Reference Heading for each vehicle quickly gives you the important information you need to unlock the vehicle.
- 4 The alphabetized index allows for quick and easy referencing of the over 500 make and model years.
- 5 Detailed instructions on how to do the vehicle opening.



VEHICLE: DODGE DAKOTA
YEAR: 2005
LOCK: 1000
DIRECTION OF TURN: COUNTERCLOCKWISE

This vehicle can be unlocked by attaching the master lock control linkage to the REAR DOOR. Begin by wedging open the REAR DOOR as far as the door will open. Insert an inspection light into the door, and visually locate the two horizontal linkage rods inside the door. The upper linkage rod is the master lock control linkage. This linkage rod is also tightly aligned to the left side of the door. Insert the distal end of the TC into the door, and lower it until the rod can be hooked over the upper linkage rod. Push the rod to the left to hook the linkage rod and forward to unlock the door.

NOTE: This procedure can be done by hand with practice. When working without an inspection light, insert the master lock control rod to movement as you probe for the linkage rod.

NOTE: The master lock control rod is moved forward to unlock, which is the opposite of most vehicles. When using the Jiffy-Jak Vehicle Entry System, you must move the master lock control rod forward to unlock the door.

Page 44/100 110



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August 22 - 26	LSI Facility - Nicholasville, KY
September 17 & 18	Kansas City, KS
October 12 - 14	Pacific Locksmith Association Show Portland, OR

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Kwikset

Powerbolt 1000



by
Sal Dulcamaro,
CML

Installing the Powerbolt

Kwikset has recently introduced a keyless entry motorized deadbolt lock, called the Powerbolt 1000, ([see photograph 1](#)). Although it can be operated by key also, it is designed to open by a programmed numeric code. Some locksmiths may recall seeing this lock before and find it somewhat familiar. It is nearly identical to an earlier lock called the Weiser Powerbolt. With Weiser joining Kwikset in the Black and Decker corporate family, they appear to be sharing some of their technology with Kwikset.

There is not much drilling required beyond the regular holes needed with a more standard deadbolt lock. The latch bolt is already installed in the lock mount with the 2-1/8 inch diameter crossbore hole already drilled, ([see photograph 2](#)). The bolt is adjustable to either 2-3/8 or 2-3/4 inch backset. On the outside surface of the door, there are two screw holes horizontally in line with the printed word "Keyless" on the lock mount. Those holes can be positioned and drilled with a paper template (included with the lock) relative to the position of the crossbore hole. The top of the exterior touch pad will be secured to the door with screws in those holes.

The touch pad is made up of the outer plate and the soft plastic unit that contains the numbered keys/buttons, ([see photograph 3](#)). The two parts are separated and the ribbon cable can be seen extending from the plastic numbered unit, ([see photograph 4](#)). The two parts must be held together during assembly to avoid misalignment or crimping of the electronics, ([see photograph 5](#)). The ribbon cable/power strip is positioned through the crossbore hole in the gap just above the latch bolt, ([see photograph 6](#)).

While holding the touch pad in position on the door surface, the deadbolt outside assembly is prepared for installation, ([see photograph 7](#)). The tailpiece of the deadbolt unit should be ver-



1. The Kwikset Powerbolt 1000.



2. The latch bolt is already installed.



3. The soft plastic unit contains the numbered keys/buttons.



4. The ribbon cable extending from the numbered unit.



5. These two parts must be held together during assembly.



6. The ribbon cable/power strip is positioned through the cross-bore hole.



7. The deadbolt outside assembly is prepared for installation.



8. The power strip protrudes from the cross-bore hole.



9. The interior mounting plate uses two large black bolts to attach to the unit.

tical and should fit through the actuating hub of the latch bolt when the bolt is in the extended (locked) position. Looking at the inside surface of the door, the power strip protrudes from the cross-bore hole, ([see photograph 8](#)). If you look very closely into the cross-bore hole, you may see the tailpiece of the outside deadbolt unit protruding through the bolt. The interior mounting plate uses two large black bolts to attach to the outside unit and

hold the deadbolt securely to the door, ([see photograph 9](#)). The mounting plate should be positioned so the power strip will extend out just above the plate and the screws should be partially tightened, ([see photograph 10](#)). On the outside of the door, the touch pad (plate) should be aligned to the previously drilled holes and the screws should be attached, ([see photograph 11](#)). Adjust alignment of the outer and inner

parts before fully tightening all the screws. Do not over tighten.

The Power Board will probably come partly assembled in the box with the access cover attached so you will need to remove the access cover before the Power Board can be fastened to the door, ([see photograph 12](#)). It is a slightly awkward move to remove the cover, the first time you try it, but it gets easier with practice. With the cover off, you can see the electronics/brains of the unit, ([see pho-](#)

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tograph 13). In the middle of the backside of the Power Board, I am pointing to the six prongs of the Power Board to where the power strip will attach, (*see photograph 14*). While being careful not to crimp the cable, plug the power strip into the Power Board, (*see photograph 15*). You should have already used an included template to also drill three screw/mounting holes on the interior side of the door to attach the Power Board. Align the holes and fasten, (*see photograph 16*).

Two of three mounting screws attach near the bottom of the Power Board (just above the thumb turn). The third screw attaches near the top, in the area



10. The mounting plate is positioned so the power strip will extend just above the plate.



13. You can see the electronics/brains of the unit.



16. Align the holes and fasten.

of the battery holder, (*see photograph 17*). Once everything is properly aligned and fastened, you can insert the four AA batteries, (*see photograph 18*).

An electric motor (powered by the batteries) moves the bolt out and in for locking and unlocking. A lock symbol key is pushed to lock the door and a correct access code is required to unlock the door. Because the motor moves in opposite directions to lock and unlock, it is important to know the handing of the door to insure that pushing the lock button locks the door and the access



11. The touch pad (plate) should be aligned to the previously drilled holes.



14. The six prongs of the Power Board to where the power strip will attach.



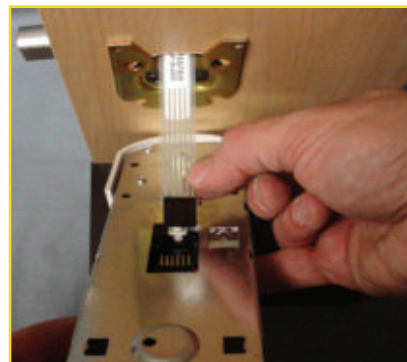
17. The third screw attaches near the top.

code unlocks the door. All locks are factory preset for a right hand door. The Door Direction Jumper starts in position "A" for the factory default setting of right hand, (*see photograph 19*). To convert to left hand, remove the jumper from position "A" and plug it into position "B".

The Low Battery Indicator Light on the Power Board will be lit when the batteries need to be changed. I'm pointing to the indicator light with my right hand and the hole in the access cover with my left where the light will shine through, (*see photograph 20*). Just snap on the access



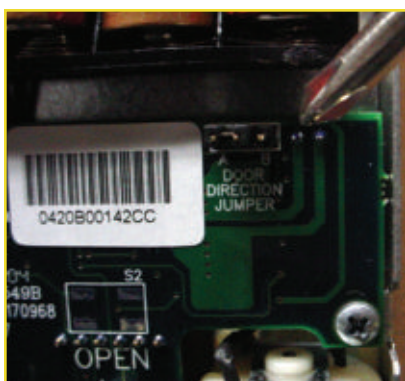
12. The Power Board will probably come partly assembled in the box.



15. Plugging the power strip into the Power Board.



18. Insert the four AA batteries.



19. The Door Direction Jumper starts in position "A."



20. The indicator light and the hole in the access cover.



21. Snap on the access cover over and the installation is complete.



22. The middle button shows a lock symbol.

cover over the Power Board and the installation on the door is complete, (*see photograph 21*). The latch bolt must enter the strike plate with no resistance or the motor in the lock will be unable operate the bolt. Proper clearance is a necessity.

Programming the Lock

The Powerbolt has a six-button keypad. The middle button shows a lock symbol and when you press it the bolt extends,

(*see photograph 22*). You don't need to know an access code in order to lock the Powerbolt, but you do need an access code to unlock.

Five dual digit buttons encircle the lock button. Two separate 4 to 8 digit user codes can be programmed into the Powerbolt 1000. The buttons are as follows: 1/2, 3/4, 5/6, 7/8 and 9/0. As such, the user code 1-3-5-7-9 would be exactly the same user code as 2-4-6-8-0. Keep that in mind when

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programming codes that use both odd and even valued digits.

If you had already placed the access cover over the Power Board, you will need to remove it again to program the lock. The Program Button is on the left side of the Power Board, just below the batteries, (see [photograph 23](#)). In order to program the first access code, push the program button once. Then enter your chosen 4 to 8 digit access code by pressing numbers on the

outer Touchpad. Finally, press the Lock button on the Touchpad to set the code. If the code is accepted, you should hear a 2-second long beep. If the unit does not beep, too much time has passed between the programming steps. In that case, you will need to repeat the process at a quicker pace.

If you wish to enter a second code, you will follow essentially the same process, except you will start out by pressing the pro-


gram button twice instead of once. After all the programming is complete, the access cover can be snapped in place onto the Power Board. After you program each code (and you hear the beep to confirm it), you should test the access code to make sure the unit unlocks.

Under normal use, it is recommended that you replace the batteries once per year. When batteries are low, it will take longer for the bolt to retract. If you let the power go too low, the bolt will not actuate from the motor. In that case you will need to use the mechanical override key. Using the key on the outside or the thumb turn on the inside will take some extra force to move the bolt. That is normal for this lock.



23. The Program Button is on the left side of the Power Board.

The Powerbolt 1000 is best used with a passage knob, lever or handleset so that a mechanical key is not required for access. The lock cylinder can be coded to match other Kwikset keys. Operation of this lock will require free unimpeded movement of the bolt into the strike opening. If it binds when either locked or unlocked, moving the door to remove interference of the bolt movement will allow temporary operation until the strike can be adjusted to remove the obstruction.

For more information contact Kwikset Corporation at: 800-327-LOCK or 949-672-4000; Fax: 949-672-4001; Web: www.kwikset.com, or call your local lock supply house for additional information. Circle 258 on Rapid Reply. 

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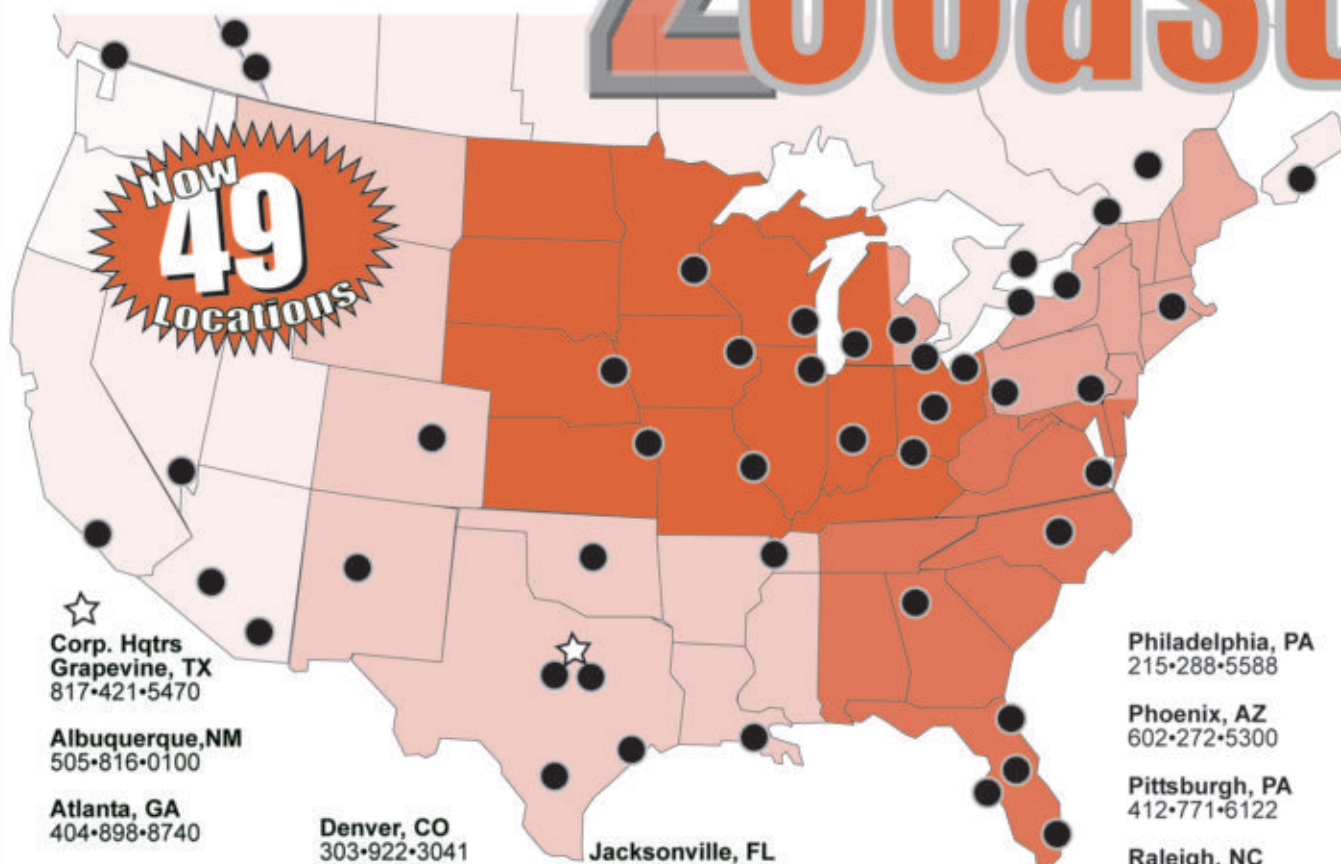
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FACT SHEET

Kwikset UltraMax Pembroke Lever

Description: Kwikset introduces its' finest line of door hardware—Kwikset UltraMax Signatures®. They crafted the most distinctive line of products, in the latest finishes and styles, with the highest level of security available for your home. The Pembroke Lever is part of this brand of door hardware and evokes a sense of antiquity, delivering style with the guarantee of solid craftsmanship.

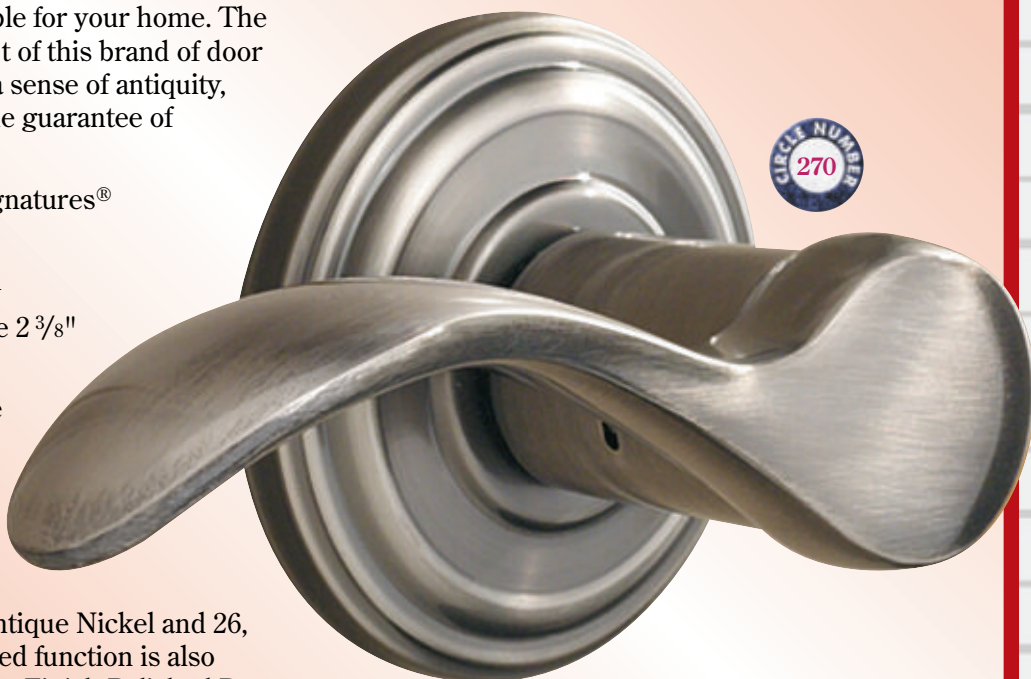
Model: Ultra Max Signatures®
Pembroke Lever

Grade: ANSI Grade 1

Backsets: Adjustable 2 ³/₈"
or 2 ³/₄"

Functions: Available
in Passage Privacy,
Keyed and Inactive

Finishes: All
functions available in
3 Polished Brass,
15 Satin Nickel, 15A Antique Nickel and 26,
Polished Chrome. Keyed function is also
available in L03 Lifetime Finish Polished Brass.



Marks USA's Grade I Cylindrical Survival Grade I, UL Listed

Description: With the use of the handheld "i-Dat" infrared reader, you can upload data and download audit trails. All data is read and compiled in the I-Que PC program. The standard unit has 320 Users, 1600 event audit trail, can be upgraded while on the door without tools to 3008 Users and 1180 events. IQK* series has a 16 digit flush or tactile metal keypad on a heavy duty cast housing.

The locksets are completely weatherproof with exterior gasket and Cablegard™ for wire protection. All units have lifetime mechanical and electrical warranties, meet Grade 1 and UL standards and are supplied with ADA compliant levers.

This is a stand-alone, battery operated access control lockset programmed by keypad and/or computer.

Finishes: Black, Brass, Satin Chrome, Polished Chrome, Dark Bronze

Lock Body: Grade 1 cylindrical Survivor

Backset: 2 3/4"

Door Thickness: 1 3/4" standard



Medeco Eos Lockset (Residential)

Description: Medeco's solid brass Eos Lockset offers high security and patented key control. Its attractive design serves as a complement to the Maxum residential deadbolt or as a stand-alone locking knob or lever. The Eos Lockset offers graceful lines and smooth operation and is available in either a key-in-knob or key-in-lever design to coordinate with most residential hardware styles.

Grade: Grade 1, UL437 Rated

Backsets: 2 3/8" or 2 3/4"

Function: Multiple configurations available

Finishes: Anti-tarnish Satin Nickel, Oil Rubbed Bronze



Medeco Embassy Lockset (Commercial)

Description: Medeco's lever and knob cylindrical locksets from its Embassy product line offers high security and patented key control with functionality and durability. Embassy locksets accept either Medeco³ or KeyMark cylinders for universal hardware replacement. Tested to over one million cycles without failure, Embassy locksets are designed to withstand more than 1,800 inch-pounds of lever torque and exceed ANSI/BHMA Grade 1 requirements.

Grade: Grade 1, UL437 Rated

Backsets: 2 3/8" or 2 3/4"

Function:

Multiple configurations available

Finishes:

Bright Brass, clear coated
Satin Bronze, Bright Chrome,
Satin Stainless Steel, oxidized and oil rubbed Satin Chrome, Bright Stainless Steel.



Omnia Stainless Steel Levers

Model: 12, 29, 32. No specific name—all part of Omnia's Contemporary Stainless Steel Collection of door levers.

Grade: 316 (stainless steel type).

Backsets: 2 3/8" or 2 3/4"

Functions: Passage, Privacy, Pair Dummy or Single Dummy (latch sets). When paired with MaxSteel backplate for lockset, available functions are: Single Cylinder, Double Cylinder, Panic Proof Entry, Storeroom, and Classroom, in addition to Passage and Privacy.

Finishes: Stainless Steel, US32D



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Omnia Max Steel Levers

Model: 42, 752. No specific name—all part of Omnia's Traditional MaxiSteel Collection of locksets.

N/A. PVD Coating over solid brass.

Backsets: 2 ³/₈" or 2 ³/₄"

Functions: Passage, Privacy, Pair Dummy or Single Dummy (latch sets). When paired with MaxSteel backplate for lockset, available functions are: Single Cylinder, Double Cylinder, Panic Proof Entry, Storeroom, and Classroom, in addition to Passage and Privacy.

Finishes: MaxiSteel, MS. Finish created through a unique PVD coating process that matches stainless steel finish exactly, and is bonded over solid brass core. Result is stainless steel-looking finish, with same superior resistance to tarnish, pitting, and corrosion.



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by
**Richard Allen
Dickey**

Exploring the EEZ Reader

A few years ago I heard about something, or maybe I saw something somewhere, about a new tool that would decode a wafer tumbler lock. I remembered that it was used on automotive locks and that it was supposed to be easy to use. It was called the EEZ Reader, but where could I get one?

Almost a year later, I was looking up some information in "Auto Smart" and found constant references to the EEZ Reader, but still no idea where to find one. This rekindled my desire to find one of these EEZ Reader's.

I looked through several issues of *The National Locksmith*, trying to find some type of

advertisement for the product. I found nothing!

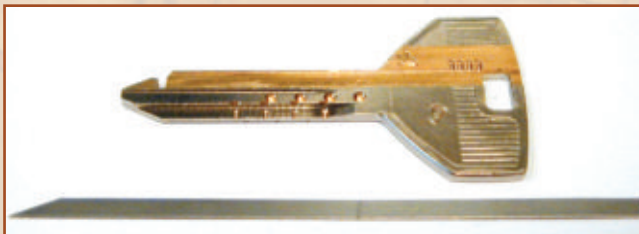
I did a search for EEZ Reader using *The National Locksmith* on Compact Disk. This went all the way back to 1988 and I was sure I would find an article on the product written by someone. I found nothing!

I finally called Greg Mango at the magazine in Chicago, in hopes that he knew where to

look. He knew what I was talking about, but it took half an hour before he remembered the source for this product. The final result was H. E. Mitchell Co. in Portland, Oregon. The search was over.

Now that I had a source, I had to get my hands on one and see if it was all it was cracked up to be. I spoke with Mike at H. E. Mitchell Co. and he sent four different EEZ Readers for me to play with. They included the:

- EEZ Y157, that is used for all Chrysler products from 1994 to present (see photo 1).
- EEZ Ford 96, that includes almost all 8 cut Ford systems 1996 to present (see photo 2).



1. Here is the EEZ Y157, that is used for all Chrysler products from 1994 to present.



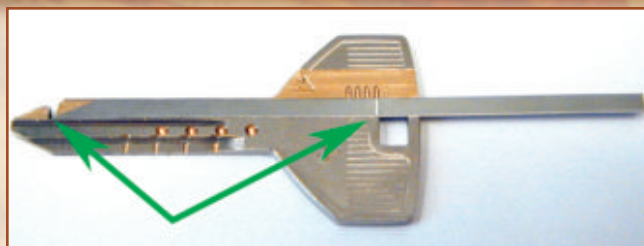
2. The EEZ Ford 96 includes almost all 8 cut Ford systems 1996 to present.



3. The EEZ H54, 10 cut Ford includes most vehicles 1984 1/2 to where the Ford 96 took over.



4. This is the EEZ GM10, that works with many domestic GM products, J & N body as well as Suburban and Pickups, 1994 to present.



5. The key tool and the slide tool work together to catch wafers, read wafers and release wafers.

- EEZ H54, 10 cut Ford that includes most vehicles 1984-1/2 to where the Ford 96 took over (see photo 3).

- EEZ GM10, that includes many domestic GM products J & N body as well as Suburban and Pickups, 1994 to present (see photo 4).

To be fair, I have to say that I have never used or seen anyone else use one of these tools before. I also have to say that I did read the directions before I started. It was tough to sit still and go through the paperwork instead of just jumping in, but I did!

The only question left is which tool to try out first? I have several Dodge vehicles, so it was only natural to use the EZZ Y157 to start things off.

The 2002 Dodge Caravan was my first choice followed by a 2001 Dodge 1500 truck and then on to a 1999 Dodge 3500, 1 ton truck. These three were handy while the others are at my shop.

Rather than decode my keys and use the EEZ Reader to confirm the cuts on my keys, I treated this like a vehicle that belonged to a customer. I left my keys in the house and went to each of the vehicles. I wrote down the depths as indicated by the EEZ Reader and then came back inside.

I spent less than two minutes on each vehicle. That counted the time needed to read four positions, turn the tool over and read three more positions for a total of seven positions.

When you add in the fact that this is a new tool to me and I had to write down each depth, two minutes is an incredibly short period of time. This also shows that I did not play around double checking each and every depth. I wanted to see if the tool worked, not if I could make it work!

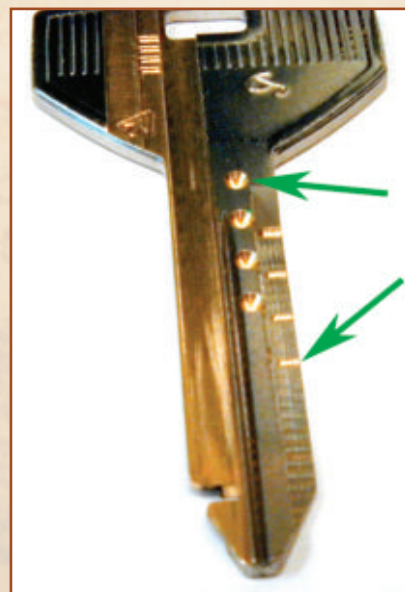
What were the results? I read three door locks, seven positions each for a total of 21 positions. I am happy to say that after sitting down, reading my three keys and comparing the numbers, I scored 100%.

I was amazed at the ease of use and the accuracy of the tool. Each of these locks are part of the Chrysler 8 cut system. Position 8 is in the ignition and can be progressed to get a fully functional key.

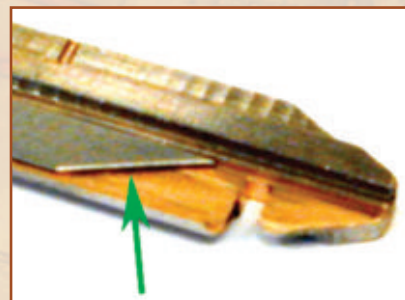
To help you understand why this process works and when to be careful, I want to go through a reading step by step and show you a few pictures.

To start with, the tool is simply a regular key blank that has a slot milled (called the key tool) to allow a very thin, flat metal bar (called the slide tool) to slide (see photo 5). There is a notch cut near the tip of the tool that catches one wafer at a time.

There are marks on the head of the key that will align with a notch on the slide tool. These marks indicate the depth of the cut needed in the position being read. The mark closer to the tip of the key is always the number one depth. In photo 5, a number four depth is indicated.



6. Dots and lines are used to indicate which wafer is being read.



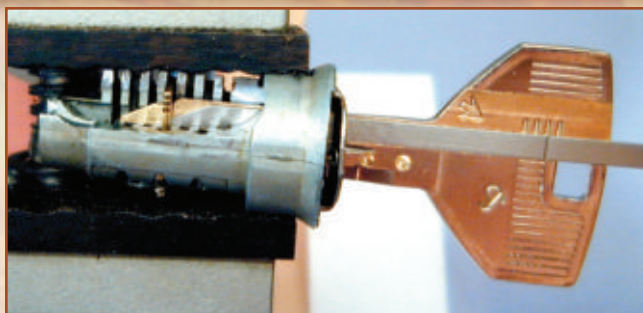
7. The slide tool is cut at an angle.

The position being read is indicated by either four lines, if you are reading an ignition, or the four dots if reading any of the other locks on the vehicle (see photo 6). Different tools for different manufacturers will use either just lines, or lines and dots as described above for the Chrysler products.

The slide tool is made of spring steel and the end is cut at an angle (see photo 7). The angled cut serves two purposes.



8. When the tool is inserted into a lock, the slide tool should be pushed flush with the tip of the key tool.

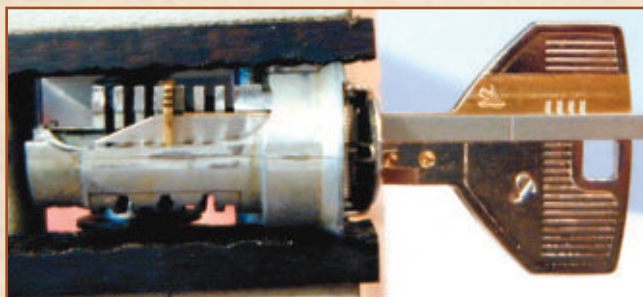


9. This cutaway shows a wafer that is caught by the key tool. It also shows the slide tool in contact with the wafer.

The first is to slide through the hole in the wafer until it contacts the wafer. The second purpose is to lift the wafer out of the notch so the tool can be moved to the next position or be removed completely (see photo 8).

Did I mention that I read the instructions earlier? Well, some of that information is important enough to pass on to you so don't go away just yet!

- Always slide the key tool into the lock with the slide tool flush with the tip of the key. It should look like it did in photo 8.



10. When the side tool is pushed further into the lock, the wafer is lifted from the slot in the key tool, allowing the key tool to be moved or removed.

This will keep the tool from getting hung up if you stick it somewhere it shouldn't be.

- Always read the wafers at the back of the lock first. They will have very little wear and give the most accurate reading. If the wafers are very worn in an older lock, you could see a change of as much as a full depth by the time you get to the front of the lock. By starting at the rear, the change from wear will be gradual and you will be aware of it as you read the depth cut of each wafer.

- Never pull out on the key when taking a reading. You need just a little inward pressure. The depth marks are calibrated with the wafer contacting the bow side of the slot. Outward pressure will cause a depth error.

- Be sure that you keep the key tool straight when reading the wafers closest to the front of the lock. If you move the key tool up or down, you will get an incorrect reading.

- If you are having trouble with a reading, go through the lock preparation process by flushing the lock with degreaser and

working the wafers by inserting a blank key several times.

- When a wafer is trapped and you are ready to take a reading, the slide tool should be pushed inward very gently. You will feel it touch the wafer (see photo 9). This is when you read the depth. If you push too hard, the slide tool will raise the wafer and give you a false reading (see photo 10). Don't worry. This is not an extremely delicate operation. You will feel the slide tool touch the wafer. It doesn't take a lot of inward pressure to hold the wafer in place when taking a reading.

The EEZ Reader is a great little tool. There are a total of 13 different EEZ Readers available. They cover Ford, Honda, Mitsubishi, Toyota, GM, Chrysler and Saturn. The price for most of the different models is \$56.00. There is also a nice binder available to keep things organized. Its time for me to go, so have a nice day!

If you would like more information about any of the EEZ Reader products you can contact H. E. Mitchell Co at 800-626-5625 or 503-236-9444. **TEL**

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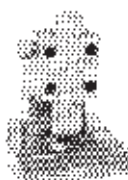
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C BEGINNER'S CORNER

Installing A Rim Cylinder Panic Device



by
Ken Holmlund

The device is known by many names, panic hardware, exit device, push bar, etc, but they all refer to the same piece of hardware; a device for opening a locked door with a push any where along its length. It is used to meet fire codes on doors that must be kept locked from the outside but allow egress by applying pressure on the bar. No turning or other action is required to open the door.

The device can be installed with several lock types including a mortise lock body, a trim where a mortise cylinder can lock and unlock the trim with a lever or knob to open the door, a trim where the cylinder locks and unlocks the trim and a thumb-piece opens the device, etc. The method of application I will discuss here is a rim device where the trim is a lever handle and is locked and unlocked by the rim cylinder.

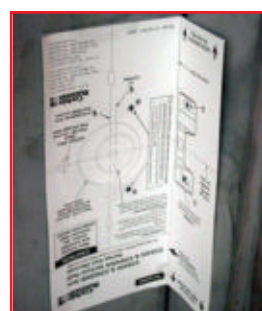
Another application of the rim device is where the rim cylinder is actually connected to the device, which opens and locks the device itself. With some brands of devices it is possible to set the mechanism so it can be opened from the outside, but is not unlocked. When the key is returned to the removable position, the device is locked again. There are several configuration possibilities.



1. 2 1/8" hole prep.

To install the mechanism I am covering, a standard 2 1/8" crossbore hole with a 2 3/4" backset is required, (*see photograph 1*). If for some reason you have to move an existing hole or enlarge it, do so before starting to mark the holes and locations for the exit device.

Photograph 2, shows the installation template enclosed with the exit device. All such products have installation templates included. It makes the installation of the device much easier and more accurate. Place the template on the door so the 2 1/8" hole can be seen through the template and tape it to the door. Mark the location of the holes to attach the exit device and also mark the location of the strike plate at the same time. Locating the strike is critical for the proper installation of the lock. A small error in the strike installation can cause the latch bolt to hit the strike incorrectly and may cause a drag that will prevent the door from closing.



2. Template on the door.



3. The strike in place on the door jamb.

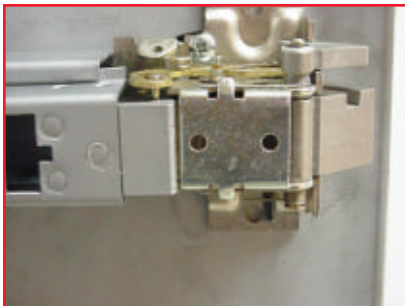
Photograph 3, is the strike attached to the door jamb. I like to check the clearance between the end of device and the strike before drilling the holes for attaching the device. This can be done by placing the device in the location it will assume, making sure it clears the strike and will also engage.

Some devices can be connected to the trim without drilling additional holes for the posts on the trim, but some will require you to drill a couple of holes. Check to see which type you have and if needed, drill the holes from the

outside as well. The holes you marked from the template will usually line up with the posts on



4. Trim attached to the device.



5. The device on the door.



6. Magnets holding the device for leveling.



7. Leveling the device.



8. Mark the hole location for the end cap.

the trim, but check that as well before drilling.

In *photograph 4*, you will see the outside trim is in place and attached to the device. *Photograph 5*, shows the device with the screws in place. Do not tighten the trim too tightly at this time, as you may still need to move it to level the device.

I like to use magnets to hold the device from falling when I am working on a steel door, (*see photograph 6*). I also use a bullet level to make sure the device is level,

it also makes the installation look more professional (*see photograph 7*).

When the device is level, mark the holes for the end piece, (*see photograph 8*). It is often possible to drill these holes without removing the device, and if it can be done it will save you a little time and frustration. Be sure the device is level and install the end piece. Attach the end cap; making sure the end of the device is properly covered as designed by the manufacturer, (*see photograph 9*).

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9. End cap installed.

Now tighten the bolts attaching the device to the trim, but do not over tighten them. It is possible to bend the door and put the device in a bind. In *photograph 10*, I show the cover placed over the working mechanism on the head of the device. Do not force this into place. If it does not fit easily, something is not lined up correctly and needs more attention.

One of the main differences between a fire rated device and a non-fire rated one is that the non-fire rated device can be dogged open. *Photograph 11*, is the dogging mechanism for this brand of device and it is a fairly common method. This device is dogged open with the use of an Allen



10. Head cover in place.

wrench turned when the device is held in the open position. Other methods include a screw in the head of the device to force the latch to an open position and hold it there until the screw is loosened.

If you are putting an exit device on a fire rated door, make sure it is a fire rated device. Not to do so is almost always a violation of fire code safety. If you are not sure of the fire codes in your area, get a copy of them and read up on the requirements before doing this job. The customer may ask for something that is illegal and it is your job to inform them of such. If they insist on putting a non-fire rated device on a door that requires a fire rated one, refuse to do the job. The



11. Dogging device with an Allen wrench.


profit is not enough to cover the potential liability, even if they say they will assume the responsibility.

Installing this type of device is not a complicated job. You will need a drill with a selection of bits, a Phillips screwdriver (a number 2 is most universally used), a level (I suggest a bullet level) a marking device (I like a sharpie), a hammer and a center punch. Magnets are a useful addition when working on a steel door, but are not required.

Do not shy away from this work, it can be profitable. Just be careful with the installation and follow the instructions.

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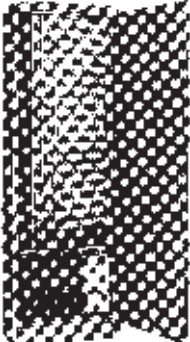
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After I cleared away the supper dishes and loaded the dishwasher, I gathered my lap-cat, picked up a book I'd been trying to finish, and headed for the bedroom. Don was on call and had just left to get somebody into a locked safe that had a malfunctioning combination, so I knew he'd be a while getting back. This was the perfect opportunity for a little peace and quiet.

Or so I thought!

I'd scarcely managed to get the cat settled and fluff the pillows behind my back when the phone rang. It was Don.

"Has anybody called the house looking for me?" he asked.

"No. Are you on somebody's hit list or something?" I couldn't suppress a little giggle and my sorry attempt at humor.

"Not funny," he growled. "My cell phone's been ringing constantly, ever since I left the house, and somebody keeps trying to get through on call waiting. Twice now they've hung up before I could get to them. I thought maybe they'd given up and tried to reach me there."

No such luck, so far. But if they do call later, what should I tell them?

"Just get the phone number and take a message. I'll check with you every now and then when my phone line is clear."

I had just settled back against my pillows and found my place in the book when the doorbell rang. Slipping into my kaftan, I padded to the door and peered out the peep-hole at a strange man nervously fidgeting with his shirt buttons.

"Yes? Who is it?" I shouted through the door.

"I'm George Reynolds from over on Fourth Street. I need a locksmith. My wife locked her keys up in the house and we can't get in.

"Do you have a cell phone with you? The locksmith is out on a call right now, but I'll have him call you when he's finished, so he can get directions to your house," I said.

"Naw, I don't have my phone with me. Just tell him to come on over when he can. We'll be waiting in the driveway or on the porch. The house number is twelve thirty-six Fourth Street."

When Don checked in with me a few minutes later, I gave him the address and he headed that way, but as he pulled into the customer's driveway, he noticed a local wrecker-driver's truck parked there. The driver was working away on the door of an old-model Buick with a Jiffy Jack®.

"What's going on?" Don asked cheerfully.

The guy glanced at Don, then at Don's locksmith van. "Just trying to get this vehicle open," he said. "One of the roadside service companies called me to come. The guy locked his keys up in the car. It doesn't have electric locks or anything, but I sure am having a time getting it open. What are you doing here? Don't tell me roadside called you, too."

"No. The customer came to get me to open his house. Seems his wife locked her keys inside it, and they can't get in."

The driver laughed. "You mean he locked his keys in the car, and she locked hers in the house?"

"That seems to be the gist of it."

"Well, if that doesn't beat all." The driver stopped working on the door lock for a minute and looked at Don. "I don't suppose you've got a Slim Jim® on your truck? I think I'd have better luck with that than this new-fangled tool."

"Sorry, I haven't used one in years." Don watched a minute, then said, "Well, I'll just leave you with it," and strolled over to the house, where he pulled out his picks and promptly unlocked the front door.

The wrecker driver didn't seem too happy when the customer ran up to him displaying his wife's set of car keys that he'd retrieved from the house, but Don simply waved at

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him, pocketed his fee, and drove away whistling a little tune to himself. After all, he'd been called to open the house, just the way the wrecker-driver had been called to open the vehicle. Was it Don's fault he was better at his job than the other guy?

Later that evening, Don and I were watching TV over the tops of our newspaper and book, respectively, when yet another of the myriad pharmaceutical ads flashed across the screen.

"Somebody needs to come up with a 'smart pill'," Don grumbled. "Did you read about that woman who made off with over fifty thousand dollars in contributions she'd been handling for one of the big charities?"

"I sure did," I replied. "Did they recover any of the money?"

"They found a bundle at her house, along with a locked safe,

but so far nobody knows what's inside the safe," Don said.

"You mean they haven't gotten it open?"

"Well, not when the news came out.

"How come?"

"You won't believe me if I tell you. The police confiscated everything on Friday, and they're waiting until Monday to get the safe opened—now get out those smart pills I was talking about—because they don't want to have to pay a locksmith weekend rates."

"You've got to be kidding," I said as Don broke into laughter. "Reminds me of the guy who was locked inside his company's vault. Remember? Employees were calling around to all the locksmiths in that city, comparing prices for getting him out, and finally decided to leave him where he was until Monday. Same situation."

"Yeah, but in that case the guy got even by drinking up all of his employer's prized Billy Bob beer." Don got out his handkerchief to wipe his eyes as he broke into gales of laughter again.

"Don't people get into the darndest situations?" I said. "Somebody came into the store just this afternoon, telling about a locksmith in Pecos, Texas, who got a call to open a safe at a fellow's house. Seems the homeowner had gone out of town and left his house keys with a neighbor, so he could come in and water the plants, feed the cat, all that. The second day, the neighbor went to put out cat food and noticed none had been eaten. As a matter of fact, he didn't remember seeing the cat the day before, so he started looking around and calling, 'Kitty, kitty, kitty.' After a minute, he heard a muffled meowing sound, but he couldn't figure where it was coming from. He checked all

around, and finally decided the sounds were coming from inside the locked safe."

"You're not serious."

"Oh, yeah. He called a locksmith, who came out, looked at the safe, and advised the man it would be expensive to get into it, since nobody there had the combination, and they couldn't reach the homeowner. The man told him to do whatever he had to, and he'd pay him when he finished the job, so the locksmith drilled it open. Sure enough, the cat was there, purring like a coffee grinder."

"I guess the poor thing was happy to get out of jail free."

"He sure was, but the cat wasn't the only thing they found in the safe. There were quite a lot of valuable items there. The house-sitter suggested the locksmith repair the damage to like-new condition and set the dial to a new combination, so his neighbor wouldn't be upset with him for authorizing the opening. I understand the bill amounted to something in the neighborhood of six hundred dollars."

"Whee-oo," Don whistled. "I hope the guy paid for it."

"He did, and the locksmith gave him the only written copy of the combination. I understand that when the homeowner returned and learned what had happened, he was very grateful to his neighbor for saving the cat. Then the neighbor presented him with the bill, marked 'paid in full' and told him he'd give him the new combination to the safe for six hundred dollars."

"Now, that's a man I'd like to meet," Don said.

"How come?"

"Cause it sounds to me like he's plenty smart. And without a prescription." **TNL**

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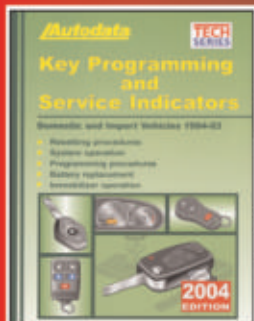
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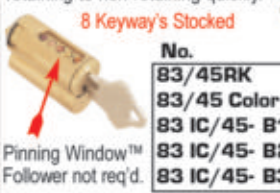
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Office Safe Opening

Geography does play a role in safecracking. My most recent encounter was with a safe brand that I had never seen before, namely Kumahira. This is a safe manufactured in the Orient. After doing some book research, I found out that Kumahira makes a large line of safes and chests, from Office Safes up to TL-30 rated monsters. Networking with Don Spenard and Dave McOmie, I found out that this safe brand was quite prevalent on the Horizontal Left (HL) Coast, I mean the West Coast. Perhaps the safe is only imported to the West and not too popular in the Midwest near Chicago where I live.

Having friends that are safecrackers is good practice. Talking to them and sharing war stories is quite often interesting, and you just might learn something too! However, the best source of information is available to members of the *National Safemans Organization* (The N.S.O.) and readers of *The National Locksmith*. There are a lot of great safe books and other reference materials for sale. I rarely crack a safe book anymore, but I do use my computer and a couple of disks from Dave McOmie. You can search alphabetically for any safe or safe type [Vaults, Gun Safes], like Mosler, and get all the listings in one row. This is opposed to

looking in Book 1 for Mosler, then looking in Book 2, and finally looking in Book 3, etc. Instead of paging through piles of books, I just looked in the index for NSO articles on Kumahira and pulled up the appropriate information. It was still productive to talk and e-mail these fine gentlemen. Network, network, network.



1. Full frontal View of this Japanese Import. Notice strange hinge locations.

The original type of lock that was employed by Kumahira was a Yale OC-5 type knockoff. It was manufactured overseas. The Yale OC-5 was a geared roller bolt lock. It depended on a friction roller bolt to work correctly. The newer version was made to fit the standard Group II size footprint. Otherwise the import knockoff was identical

to this antique safe lock. This lock is fairly easy to manipulate, but not as easy as a lever fence lock that rides on a drive cam.

With standard mechanical locks there are usually two distinct contact points, a Left and Right contact point. On this Yale roller bolt type of lock there is only one contact point to feel and that is the Left contact point. This is what is felt when turning the dial left or Counter-Clockwise. With this type of lock, the last turn is always LEFT to Stop. It is interesting to note that the left contact point is on the right side of the cutout on the drive cam. Strange but true. The other thing about the OC-5 is that it is a very busy lock with lots of things going on inside it. It is a very easy lock to mess up if you drill in the wrong location.

There is really only one place to drill in this lock or its knockoff cousin. There is a window of opportunity, which is shaped like a triangle. It is at about number 88 at one inch from dial center. This is about the only safe place to drill in this antique lock. At this location you are a safe distance from the geared drive wheel and the friction fence. If your scope is good enough, you can see the drop-in position, which is at number 80. If not, then you can determine the gate positions and move them to the correct location for opening.



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Circle 208 on Rapid Reply

Before starting on this particular safe as shown in *photograph 1*, I will discuss the opening that Don Spenard did on his Kumahira. His safe had the large Kumahira dial which fit in an escutcheon dial ring. He was not sure if the dial could be pulled safely and repaired. The dial was plastic and large. He decided to drill through the front of the dial itself at 87 and into the safe and the lock, all through the dial. When he was done, he repaired the dial and the hole under the dial. He used a shortcut to determine the wheel positions, for every time he inserted his scope, the dial had to be turned back to the drilled hole position.

If you tried to dial all the gates to this position by changing directions to determine one wheel at a time, it would take hours. He explained how he did it and it was so simple, I got it right away, and it was so sensible that I would have never figured it out on my own. He used single direction rotation to first determine the positions of all the wheels on all the gates before he fine-tuned and did a proper alignment. Here is a brief description on how he did it.

When he drilled his hole through the dial, he had the dial set at "0" [zero]. He looked through the scope and tried to see if he could see any gates (he could not). Next, he turned the dial (with the scope removed, of course) 4 times to the right to pick up all the wheels and stopped at 95. He turned the dial back to zero and inserted his scope again to check for wheel gates on any of the three wheels. Next, he turned once past 95 to 90, and again back to zero to insert the scope. You get the sequence.

Eventually you will see the wheel gates. The wheel closet to the back cover is the first wheel, or the first number of the combination, and the wheel closest to the front of the safe door (or you) is the third or last number of the combination in this lock. All wheel rotation was in the same direction, but with movable flies on the wheels, the gate position will almost be the same, regardless of the direction

number was 55, and when it is aligned at the drop-in position it is 63, then you must add 7 numbers to each of your alignment numbers and now dial the new combination. The safe should now open. If it does not open, then add or subtract a couple of numbers. Remember, on this lock the last turn is left to stop. Oscillate the dial at the drop-in area, this increases the likelihood that the lock will open.



2. Non-Standard to this safe is an S&G dial and ring. Also note keylock to the right of dial. Handle is Kumahira specific.

of rotation. Once you have the relative positions of the gates, turn the dial four times right to the first wheel number, three times left to the second number, and two times right to the last number. Turn the dial back to zero and insert the scope. Look at the gate alignment.

The gates will probably not be in perfect arrangement at this time. It will take some fine tuning by adding or subtracting a few numbers from certain wheels until you can get the gates properly aligned in your viewing area. Check your results until the gates are aligned and then you are ready to transfer this reading to the drop-in area. If you can see the drop-in area, then transfer one wheel, usually the last or third wheel to the drop-in position. Check this with the scope. If your relative last

Whew, back to my safe. The hinges on this safe were different. There were three very large hinges on the door. There was one on top, one on the bottom, and one about $\frac{1}{3}$ from the top in line with the dial, handle, and key lock. Not a usual America arrangement where with three hinges, every thing would be equally spaced along the side of the door. This safe had an S&G small dial and ring, which was obviously a replacement. I tired the dial and the contact points

were mushy and did not feel like a regular S&G lock. The handle, dial, and key lock are all on the same horizontal line (*see photograph 2*). The handle to this safe is Kumahira specific.

The label for the Kumahira Office Safe sports a non-UL label and states that the safe is rated for explosion hazard, fire and impact tested (*see photograph 3*). There is no hour rating, but it is probably rated for one hour. On this particular safe there was no hardplate protecting the combination lock. I had a little trouble pulling the dial because of the large escutcheon, but the puller eventually worked. The S&G small dial ring was mounted inside the escutcheon. Also quite visible is the upper dial-opening index just above the S&G dial index (*see photograph 4*).



3. Kumahira Office safe non-UL label. The safe is fire, explosion hazard, and impact tested. No hour rating is given, but is probably 1 hour.



4. S&G dial ring is inside of regular large escutcheon dial ring. Note index on outer dial ring for the original large plastic dial.

Once the dial ring was unscrewed from the door I saw how the previous safecracker opened the safe. There was a large 1/2" ball bearing at the 9:00 o'clock position under the dial ring (see photograph 5). Apparently the previous penetration was directly to the drop-in area at number 80. The penetration was at 75, but with a 1/2" drill, a lot of damage was done to the OC-5 knockoff. That is why the lock had to be replaced. It was a masterful job finding the small S&G dial ring and dial that would fit into the hole in the escutcheon. I free handed a hole at 97 by 7/8" for a direct read at the drop-in area. There was no hardplate so the drilling was easy.

The view was a little different and the lock did not open immediately. It did not look like a regular S&G lock to me and it wasn't. It was the infamous Scrambler lock. I had never seen one of these rare locks in the field. This lock automatically scrambles the combination when the bolt is extended. A view of the lock is shown in photograph 6. The first thing I noticed was the placement of the two case cover screws. They are unique to this lock as can be seen in the photograph. Also apparent is the large relocker plate below the lock. The plate swivels side to side, but when pushed or punched back, a pin holding the plate will release the horizontal relocker and block the bottom of the opening handle cam.

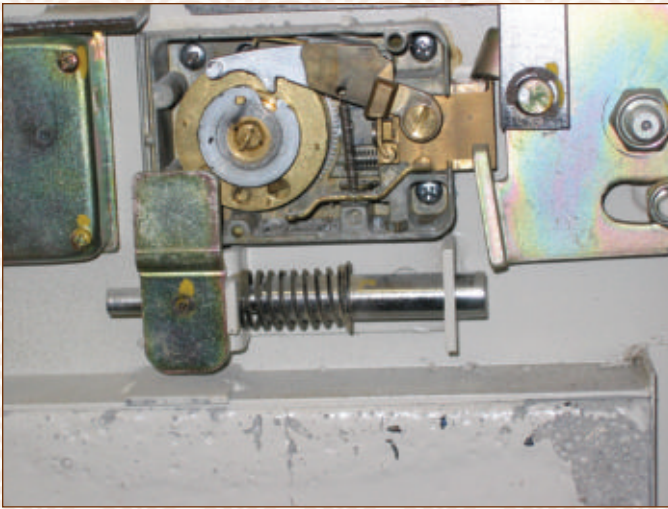
I have never serviced a scrambler lock. A close up of the complicated mechanism is shown in photograph 7. I removed the lock and replaced it with a new S&G 6700 series combination lock. I did not have a new small dial and dial ring, so I reattached the dial to the spindle and used the old dial and ring. The new lock and the old dial ring and spindle were perfect. I touched up the puller screw holes on the side of the dial with a file and used a magic marker to cover the three marks. I also filled the hole with a taper pin and cut it smooth before I installed the new lock.



5. After S&G dial ring removed we see a hardened ball bearing at 9:00 o'clock, site of the former penetration.



6. Safe opened showing S&G Scrambler lock and relocker placement. Note screw placement on the cover of this unique lock.



7. S&G scrambler close up. Note large relock flap at lower left corner of lock.



8. New S&G lock, dial and spindle installed. Note relock paddle has been cut to allow change key to be inserted.


In *photograph 8*, you can see the new lock installed on the safe door. I also cut off a corner of the relock paddle so it would be easier to insert the change key into the lock. In fact, it was not necessary to cut the paddle, for it did rotate enough to let the key be inserted, but the next safe

technician might not know that. The paddle did not have to be removed to put the new lock on the safe inner door, but it was easier with the paddle cut.



9. Change key inserted and turned for combo change.

In *photograph 9* is the change key inserted in the lock ready for a new combination to be set. The back cover of the safe has also been reattached. The job was straightforward and took about 1.5 hours. I am not sure that it would have gone as quickly if the safe would have had the original OC-5 installed.

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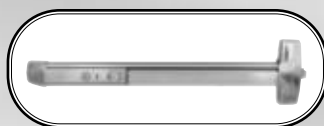
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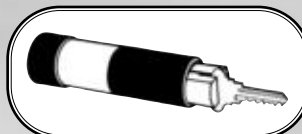
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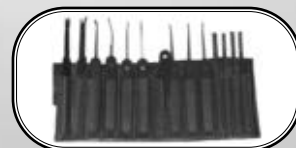
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A Few Words From Jake...

If it's true that time flies when you're having fun; then I must be enjoying myself immensely!

I went to bed on Christmas night and woke up to see "March 1, 2005 on my computer! I'm not sure where the time went—but it sure went in one big hurry! I figure that's got to mean that I am having an immeasurable amount of fun, and I have to admit, I think I really am having a grand time of it.

I've launched Pure Jake Learning Seminars, been working on a couple of new books and have (in addition to Pure Jake) held a couple of seminars for a couple of associations and suppliers!

But what really makes it fun is the support I'm getting from my sponsors and locksmiths like you that are attending and supporting my events.

See y'all next month.



*by Jake
Jakubowski*

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10-cut Ford Retainer Tip

I was working on a 1990 Ford Taurus recently. I had coded a new BWD ignition to the customer's key and had just reassembled the ignition. I inserted the key to check the action of the cylinder when the spring retainer came loose and springs flew everywhere!

So, I replaced the springs, put another retainer on, inserted the key and the retainer popped off!

I was using my ASP keying kit and after thinking about it for a while, I came to the conclusion that there was a slight difference between the ASP retainer and the BWD retainer and that's why the retainer wouldn't stay in place.

I called my supplier and talked to my rep. After I explained the problem, he told me that BWD makes their own ignitions and there could very well be a difference in the sizes of the retainers. I ordered some BWD retainers but still had to get my customer back on the road.

After scratching my head a bit, I decided to try a spring retainer

from my GM 6-cut rekey kit. It worked perfectly and held without staking!

So if you ever get caught unawares in a situation like this, try the GM kit...it just might be the solution to your problem.

*Curtis Martin
Georgia*



- WINNER -

A Better Mouse Trap Tip

I have been using the "plug spinner" you see in *figure 1*, for about three years now. I made it from a small mousetrap and it really works great!



Figure 1.

Go to Ace Hardware or any hardware store and buy a spring-type mousetrap. Remove the bait clip and the “trigger”, or bail that holds the spring-loaded trap in the “armed” position.

Cut out a notch, which will give you an easy way to grasp the bail and pull it down to where you can hold it with your thumb. Then use a piece of spring steel (3 1/2" long and 1/8" wide) to act as the actual spinner. Push the spring steel through the hold down clip, and through the center of the spring and out the other side. Again, making sure the spring steel is under both hold down clips.

To use the spinner, determine the direction you want to spin a given plug, pull the bail down and hold it with your thumb. Then, insert the proper side of the spring steel into the plug and release the bail. Of course, keep your fingers out of the way!

This homemade plug spinner spins the plug quickly enough to bypass the shear line of the cylinder and plug. So when you find it's easier to pick a lock to the locked position and then use a plug spinner to “convert” the plug—reach for a better mousetrap!

Ray
Texas

Editor's Note: Ray, thanks for sending me the working sample! Not only did it help me visualize the concept, I used it to see if it would work. It does! I liked the idea so much that I will include your sample and the idea in my next Tips and Tricks Seminar.



- WINNER -

BMW Transponder Trick

I received a call from a man with a 1996 BMW, he said that his key had been giving him a little trouble turning and now

it won't turn at all. I knew that his '96 BMW had a transponder in it. The key looked like a normal brass or nickel silver key not a steel key, and was really badly worn. There was nothing about the key that would indicate to me, that the key was a transponder key.

I could hardly see the cuts, but using a new S7BW-P blank I carefully traced the customer's key using my Matrix SLX key machine. The key worked all the locks on the car. Now the problem was what to do about the transponder.

I knew that holding a transponder key beside a non-transponder key on a Ford or Chrysler would start the car. I put the new non-transponder key into the ignition and held the old transponder key beside it. The car did not start.

I then took the old worn out key and tried to re-cut it, using the new key as a guide. I put the re-cut transponder key into the ignition and the car started! I knew that the key would not last long because of the excessive wear on the key. I told him that he should order a key from the BMW dealer. Less than a month later he called me again with the same problem. He had not ordered a new key.

When I looked at his key I knew that re-cutting it again would not be an option. The key was badly worn. I remembered hearing that the transponder had to be pointed at the lock to pick up the signal. I had tried holding his key beside the new key before and it did not start the car. We had nothing to loose so I cut the blade off his transponder key.

Holding the head of the transponder key beside the new

key, with the transponder pointing directly at the ignition—the car started. Figuring that we now had a way of making the two keys work in concert, I cut the rubber head off of the new key and taped the transponder head to the newly cut key. It worked!

I see this customer often and he is still using the not so pretty, but still working, key.

Lamar McCrider
South Carolina



Three Tips for One

1. Like many others I use a sample credit card I received in the mail to hold the weather strip back on a vehicle to install my wedge for my unlock tool. But I use a paper hole-punch first to make a hole in one end and tie a shoestring in it so it doesn't slip into the door. And, if it does fall into the door cavity, I can retrieve it without a problem.

2. To open a Master 175 combo padlock quickly and easily, I put it in a vise or use ViseGrips® just below the pin used to hold it together. Then I drill a 7/64" hole through the backside until I hit the pin.

Using a 3/32" pin punch, I drive the pin out. Then by pushing on the shackle, the works will slip out enough so you can carefully pry the cover off the combo wheels with a small screwdriver through the change key slot.

After that, it is easy to decode it and carefully slip the cover back on and reassemble it. I use a .85 brass master pin

to plug the hole I drilled and file it smooth. It will barely show and the lock will be as good as new.

3. To easily and quickly open a Diebold 175-05 safety deposit lock, I cut off a new blank so it is flush with the nose. I use a $\frac{7}{16}$ " drill bit that has a stop on it to prevent it from going farther than the foot on the end of the nose. On a lock with the hinges on the right, the bit will turn the nose up and the cut off blank will hold the levers up away from the drill bit. The only part you will have to replace to put the lock back in service will be the nose.

On a door with the hinges on the left, I turn the nose straight up and drill a $\frac{3}{32}$ " hole through the nose where the slot is in the lid so I can stick a small screw-driver in it to keep the nose from turning and the

cut off blank will hold the levers up. Then I use a small screwdriver to lift the levers up and on a brass nose, punch the center out of the foot, and remove it with medical forceps. Then I put a small Allen wrench that has been shortened to $\frac{9}{16}$ " on the short end in my ViseGrips® and stick it into the open nose to retract the bolt.

With a little practice, using this method I found I can open these locks in less than five minutes apiece!

*James A. Riley
Missouri*

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- WINNER -

I-Core Pinning Jig Tip

The enclosed device is for pinning interchangeable cylinders where the cut keys have been inaccurately cut. Apparently someone in my area has a punch that is way out of adjustment and they are miss-cutting almost every key they generate.

Since the keys we have to work with are miss-cut, we have to pin the cylinders up one chamber at the time and check each key before going further. It would be much easier if we could simply rekey the whole complex, but the customer doesn't want to pay to have that done and wants us to fix the problem by making the keys work!

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Figure 2.



Figure 3.

Anyway, this pinning device I made has cut way down on the time it takes us to rekey a single cylinder, (*see figure 2.*)

Up until I made this device we would pin a single chamber and drop in a spring and while holding the cylinder in the right hand; we would put the first finger of the left hand over the spring or springs and check all three keys. Frequently, during this stage of the operation, the cylinder would be dropped and if just one pin fell out we would have to start over.

Since I have been using this device I have not dropped any cylinders. It can be used by either a left or right-handed person, to switch from one hand to the other just turn the device around 180 degrees.

I have put two screw pockets in the base and it can be fastened to the workbench in front of the interchangeable core pinning kit, (*see figure 3*). The device can either be left attached to the workbench or removed as convenience dictates.

*Ben Marshall CPL
Florida*

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Correcting a Miss-prepped Door

Lately, it seems as if I have had to open up many pre-drilled or already drilled doors to install new locksets. That is, I've had to "re-do" those preps because they were originally miss cut. It seems as if the openings were either hand-cut or simply the result of poor workmanship.

Regardless, while using the A-1 Installation tool to prep for

cylindrical locksets, I have had trouble getting the jig to line up exactly. That's not the tools fault, it's just that when I try to line up with the edgebore and then cut the crossbore: something always seems to be slightly out of kilter.

To solve the problem, I went down to my favorite Big Box lumber yard and I purchased a one-inch piece of dowel, about 10-inches long.

By inserting the dowel through the installation tool and into the edge bore in the door. I seem to get a perfect alignment every time. Once I have the jig aligned to my satisfaction, I drill the re-defined crossbore hole. Should the piece of dowel be in the way—no problem—it just trimmed it off with the hole saw. No harm to the hole-saw or the dowel as the doweling can be replaced at a very reasonable cost.

I thought this idea might help some others that might be having the same problem and hadn't thought of solving it this way.

*Wayne Plush
Ohio*



Reach Out and Spray a Part

Recently while working on a washing machine, I had a part way in the back that was frozen

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up, and I needed to get some lubrication on it.

The little red straws on the can didn't do me any good at all, so I got a hold of some 14-2 Romex, pulled out the copper wire from inside the insulating plastic and wound up with eighteen inch "straws" for my lubricant cans!

I just slipped the wire insulation over the red straw and could reach any area of

the machine. Try it and you'll find you can reach almost anything you need to lubricate without making a mess all over the place.

Also, I've found that short pieces of insulation from large wire sizes can be used to protect both you and the sharp tips on your tools such as "fish hook" extractors, pointed spring steel and more.

*Richard Foster
Texas*

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— WINNER —

Easy Door Repair

This is a tip for adjusting door jambs if the door is old/sagging or improperly aligned in the jamb. Use longer wood screws (three inches, plus) because of the possible space in the rough opening area.

My tip is this: When making minor adjustments to the door jamb by using long wood screws, try to conceal the screws you are using by placing them behind the door/weather stripping. If done carefully, this action does not affect the weather seal and the job sure looks professional. This minor adjustment can make life easier and add to the life of the door and hardware.

A few words of caution: First, drill a pilot hole for the longer screw. Use good quality screws since you do not want the screw-head to strip out on you with it only partially installed. Do not try to pull the door into alignment all at once—do it in stages to prevent twisting or wracking the frame. Proceed slowly. And, before you try adjusting the jamb; make sure the hinge screws are tight.

Charlie Munich
Wisconsin

Editor's Note: Often the cure of choice for a sagging door is to file the strike so it will latch. To cure the problem often requires that the hinges or the jamb, or frame be "adjusted" or fixed. Since we're already there, why not fix it right?



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Neat Residential Door Opening Trick

Since the guard bolt (or anti-friction tab) on many of the lower quality locks can fit into the hole behind the edge of the strike plate (That is: the bolt is smaller than standard domestic locksets), I have capitalized on this feature to open locked residential doors, (see figure 4).

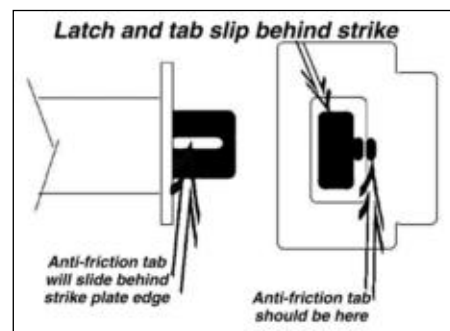


Figure 4.

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Many times when I go to a house lockout the homeowner has locked the door with the turn button on the inside of the knob set. However, the deadlatch feature is not engaged because the entire bolt is behind the strike plate, and, we know the deadbolt is not engaged because the customer's keys are still inside the house!

To bypass this lock, when I find it hard to pick, I use my automotive vent window opening tool (used for pivoting vent window latches in vehicles) and slide it behind the stop molding and up against the latch bolt.

As I gently pry with a twisting motion on the vent window tool, I push in and out on the door two or three times and the bolt will slide back and allows the door to open.

This is an excellent time to point out to the homeowner that they really need to have their locks upgraded.

*Terry Tripp
Texas*

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- WINNER -

Pinning Kit Alarm Tip

My pinning kit is attached to a desk at the very back of my van. Several times I have driven off without closing the lid, hit some bumps, and wound up spending hours sorting out the pins. My frustration led to a solution when I installed a warning system.

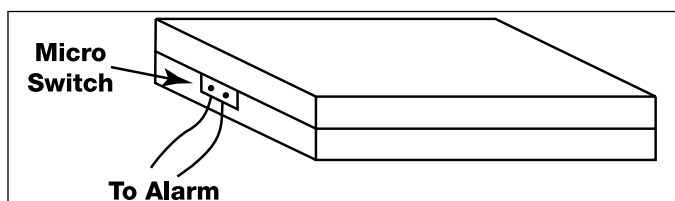


Figure 5.

I attached a micro switch to the base of my LAB wedge pinning kit, (see figure 5). Then I connected the micro switch to a continuously hot 12-volt wire with lines that run up front to a 12-volt LED light and a 12-volt chime. Now, when the lid on the kit is left up, the circuit makes contact and I have both audio and visual alerts. This warning system has saved me on more than one occasion!

My box is metal and flat, which makes it easy to attach the switch. Plastic or curved ones may require some creative modifications.

*Phil Hearnshurger
Texas*

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Recycled Kwikset Removal Tool

One day as I was performing the often-repeated task of removing the cylinder from a Kwikset Tylo knoblock, and the thing would not pop out. I noticed that my standard Kwikset cylinder removal tool had been used so often that its tip was worn and misshaped.

Hoping that I could get one more removal out of that old tool, I tried reshaping the tip of the tool with a hand file, (*see figure 6*). Well, the reshaped and resharpened tool popped that cylinder right out of that lock. I finished the rekey and threw the cylinder removal tool back into my toolbox.

Over the next couple of days, whenever I used the reshaped tool, those Kwikset cylinders jumped right out of those locks. I realized that my reshaped tool was working faster and more precisely than even a new "factory fresh" tool would have.

So now I refurbish all of my Kwikset cylinder removal tools as soon as I get them. By changing the factory tip shape, which is somewhat rounded, to a



Figure 6.

configuration that has two sharp points, my tools pop those cylinders out on the first try.

*Ray Haithwaite
Colorado*

LAGARD
- WINNER -

Solving a Star Round Head Problem

I recently worked on a Star (AMSEC) lift out round head floor safe.

This safe had been subject to recurring damage when it was dropped on the floor by the employees that would access the safe each day. Apparently, the heads were too heavy for the employees to set down gently and they allowed the head to hit the floor hard.

This repeated dropping of the head resulted (several times) in the breaking the mounting flange on the lock housing. I would order a new housing, but it would not be long before this housing would be broken as well. The housings are made of some sort of pot metal and can not take the chronic abuse of being dropped on the floor.

My solution was to have a machinist make a round ring that would fit over the mounting flange, recessed to accept lock housing, (*see figure 7*). On the bottom of the flange I welded a piece of steel pipe that was longer than the lock housing was deep, (*see figure 8*).

Now when the employees allow the head to slam against the floor, the pipe hits the floor first and protects the

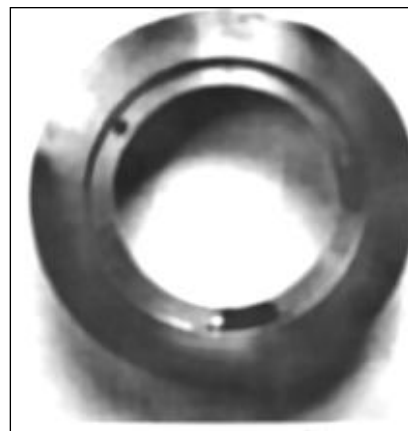


Figure 7.

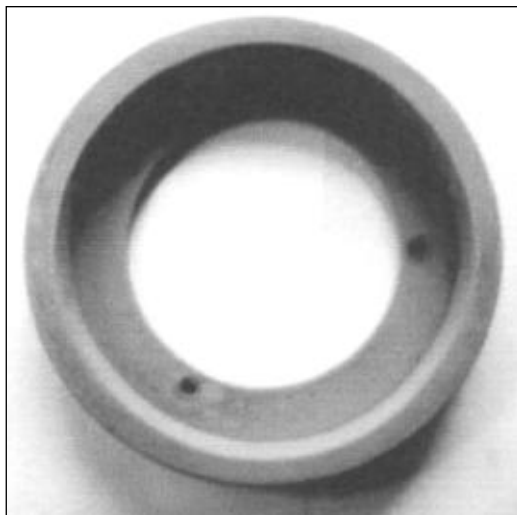


Figure 8.

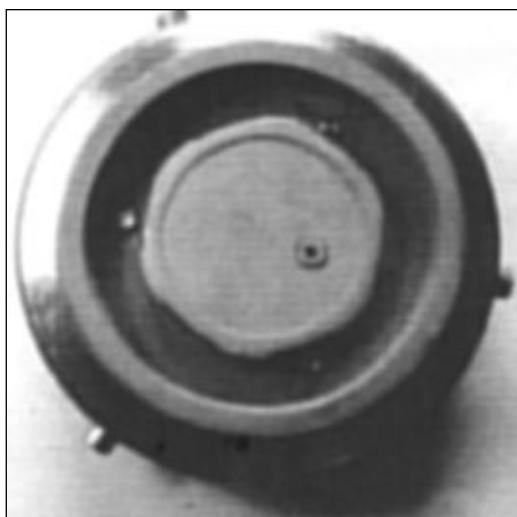


Figure 9.

lock housing from damage. *Figure 9*, shows finished safe door with the protective pipe around it.

Problem solved!

*Bernie
Pennsylvania*

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by John Blankenship



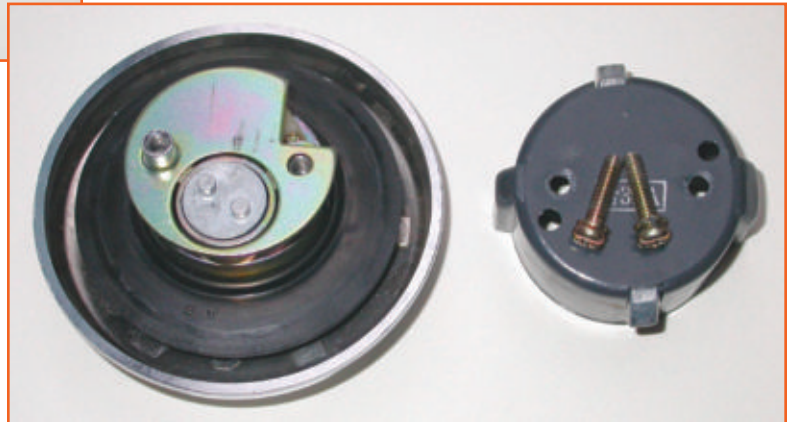
1. The owner lost the key to this cruiser and needed another. There are three locks on this bike; the ignition/steering lock, the gas cap lock, and the helmet lock. The helmet lock was behind the left saddlebag so I was unable to easily gain access to it.

2. Pick the gas cap 90 degrees clockwise and remove it by pulling it straight up. This lock picked very easily with a rake.





3. Remove the two Phillips screws and pull straight up on the lock bolt housing to remove it.




4. The lock bolt housing has been removed revealing the backing plate.



5. The backing plate and lock housing have been removed by pulling them straight up.



6. The tailpiece was removed by using pliers to grasp it and pull it out. It was stubborn and needed a strong pull to get it out.



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7. The retainer is visible on the upper side of the plug. Depress it and push the plug out the front. Be careful and do not allow any wafers to spring or fall out.

8. Unlike most motorcycle gas caps, this one contains wafer tumblers in spaces 1-5 and the key is shoulder stopped. The tip of the key can be seen protruding from the back of the plug. A blank inserted into the keyway shows the cuts are 23132. A search using key code software revealed there are 4 codes that use these cuts in the first five spaces. The possible cuts for spaces 6-7 are 13, 34, 31 or 43. The cuts of 2313213 turned the ignition lock smoothly. A reverse search showed that the code is A6372.



9. Both of these keys have been code cut with cuts of 2313213 and turn the locks smoothly. An Ilco X241 is on top and a Silca SZ14RAP is on bottom.

10. The ignition/steering lock is located on the right side between the gas tank and front forks.





11. The ignition lock is shown in the OFF position, which means the ignition is off but the steering is unlocked. In order to lock the steering you need to turn the steering to the right or left, insert the key, push the plug in, and turn it counterclockwise to the LOCK position. A slight turn past LOCK to the P position turns on the parking lights. In order to unlock the steering you need to insert the key, push the plug in, and turn it clockwise to the OFF position. Make sure the steering is not binding the locking bolt when you do this. Turning the lock between OFF and ON does not require pushing the plug in.

Codes

A6001-A7000

Blank

Iico: X241 (SUZ18), Curtis: SU18, Silca: SZ14RAP

Spacing

1=.157, 2=.256, 3=.354, 4=.453, 5=.551, 6=.650, 7=.748

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HIGH TECH TOOLS makes available yearly updates to make sure you are always current with the vehicles you may encounter in the real world. The tools needed for opening the vehicles are included, and the 2005 updates include the tools to open vehicles that are not even on the road yet.

Although the tools are the most visible part of the sets, the manuals are the heart of the program. The manuals are two full size books with the vehicles in alphabetical order based on the manufacturers. The index covers virtually every vehicle on the road and tells you where to find the opening instructions for that vehicle. Often, a second option is included and you can use the one you prefer.

USING THE MANUALS AND TOOLS:

Find the correct vehicle manufacturer and then locate the style and year of the vehicle you are going to open. Once that information is located, the index will direct you to the proper page for the opening. Opening to that page will present you with a wealth of information, including the correct tool, and usually actual photos of the opening procedure. It

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